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ATLA FISHERMAN

VOL. X

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NOVEMBER, 1929

No. 10

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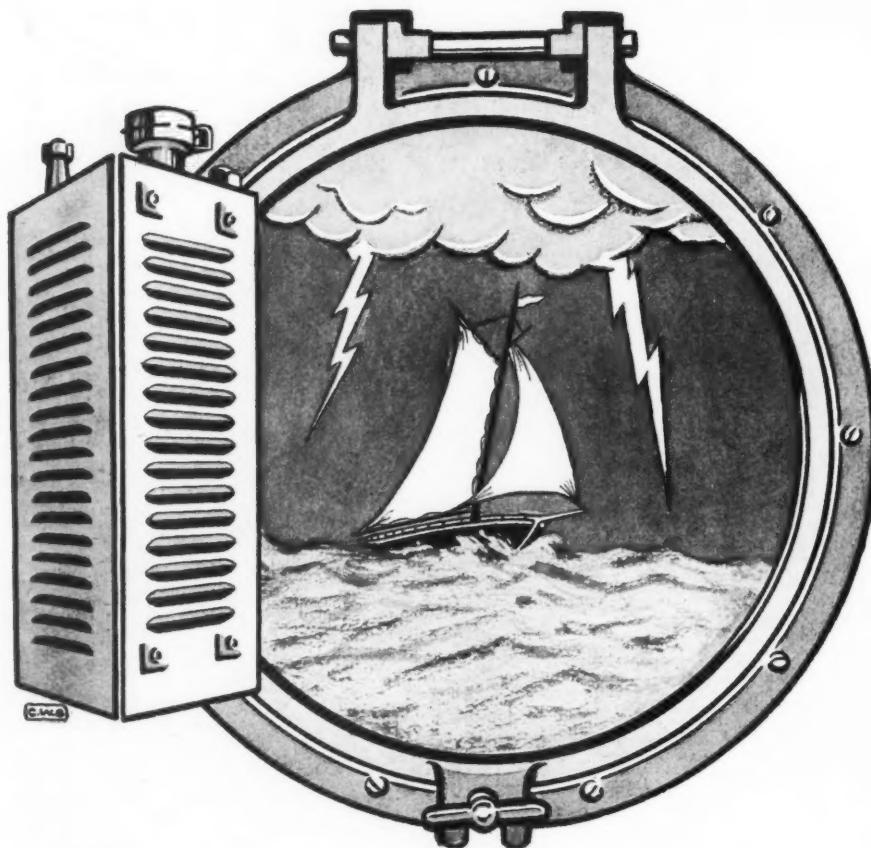


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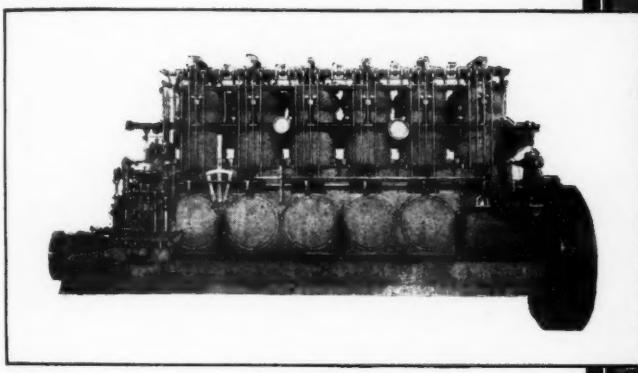
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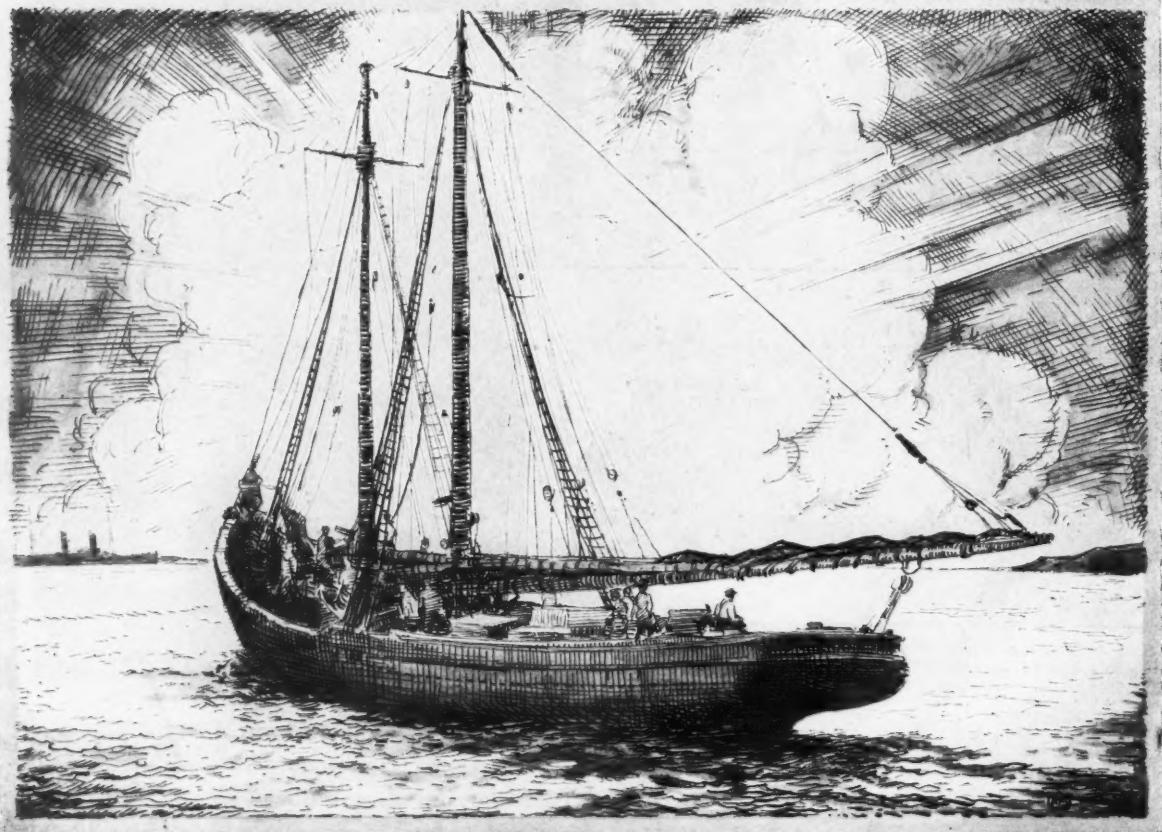
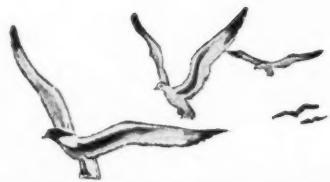
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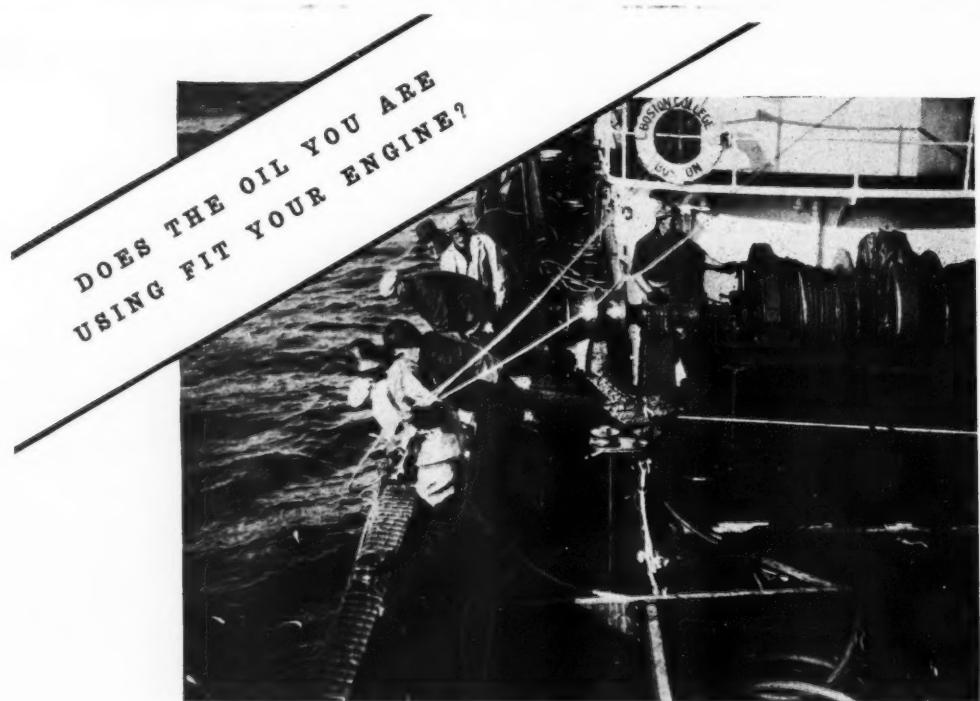
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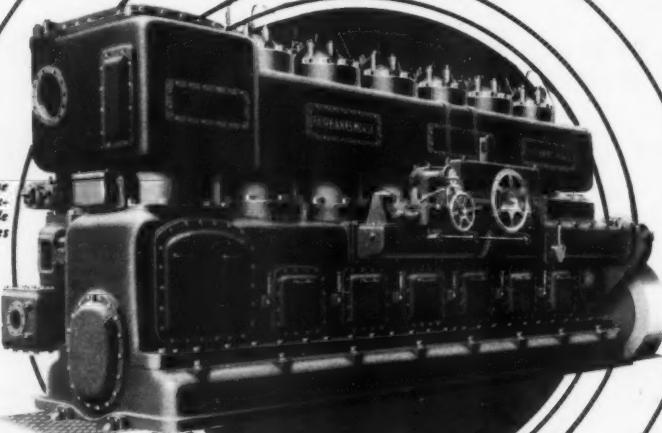
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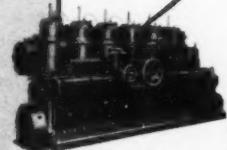
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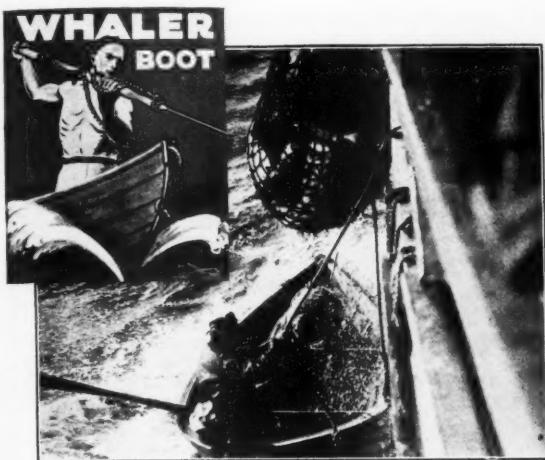
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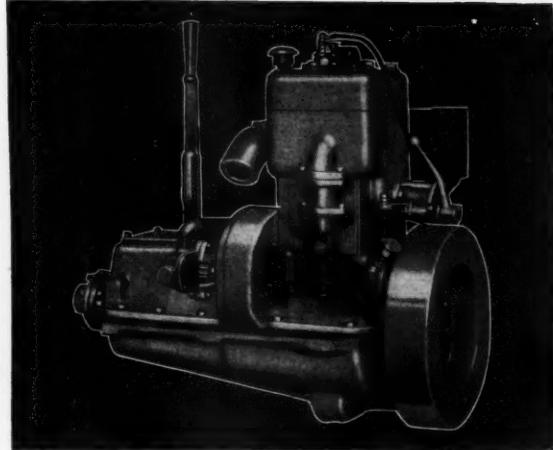
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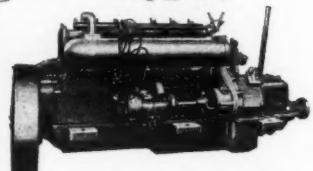
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The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea.

While we realize that successful handling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.

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Long Island Scallops

By J. R. Leonard

IT is an interesting thing to most any one to see and compare the methods of doing things in various localities.

Wherever you might see a building under construction, you may be sure that you can see among the spectators, various tradesmen connected with the different industries in the building line, comparing the methods of the workmen with the methods they have employed, or have seen others employ. It was an interesting thing to me, a native of Massachusetts, familiar as I was with the methods of scalloping around Cape Cod and Narragansett Bay, to compare the methods used at eastern Long Island waters. The difference in the methods are, without a doubt, the results mainly of the difference in the laws of the two communities and the location of the scallops themselves. As is well known to most of us in Massachusetts and Rhode Island waters, it is permissible to use power in dredging for the scallops. New York laws forbid that practice, and boats of the Fish Conservation Commission try to look in on the scallops and keep a tight check on such violations. This is, of course, a large order for a few boats to take care of, but occasionally a few are caught and fined for the practice. Most of the scallopers, I believe, wish to abide by this law, but it is certainly a discouraging sight, to a few law-abiding scallopers, to lay almost motionless, on a "drift", because of a lack of wind, and watch one or more law breakers "power out" their bread and butter right from under their nose.

The boat mostly used in this type of fishing was developed in the Great South Bay. It is a very low side boat, either cat or sloop rigged, most of them are sloops with every convenience for handling their canvas readily. The main sail and jib are liberally provided with lazy jacks, so that if necessary the sails can be lowered on the run with safety.

This makes it unnecessary to go forward to stow a jib that is hanging mostly overboard, or a mains'l spilled all over the cabin or deck. The Great South Bay is a very shal-

low water of not much over four feet in depth in any part, except for a few channels. Years past the fishermen in that bay have made a living tonging for hard clams and in scalloping. For their purpose they needed a very shoal draft boat of very low freeboard. These boats are of the center board type, drawing from two to three feet of water and having a freeboard of about twelve or fourteen inches from about amidships to stern. This makes less height to lift a tong full of clams or oysters or a scallop dredge.

The scallops and clams getting scarce in the South Bay, these boats were sold to fishermen in the Peconic Bays and Shelter Island Sound, where the scallops were thicker. Of course these boats have been copied and new ones built. The scallop dredge here is very similar to the dredge used in New England waters. It consists of an iron frame of about half inch diameter, shaped similar to the letter V, with a blade at the lower end, above which the back bar is securely lashed. From this back bar a bag extends, the upper half made of twine, the lower half of iron rings and links. At the back end of the bag where the twine and chain join is a wooden bar to serve as a stretcher to hold the bag extended crosswise. At the upper end, to the eye is fastened a piece of one and a half inch line of from four to five fathoms length. To the other end is fastened two or three seine corks to act as buoys for the dredge in the event of the deck ring pulling out.

These dredges are quite expensive to the scalloper, the material alone costing about \$7.50 apiece. Then the dredge has to be rigged, making a total cost of from twelve

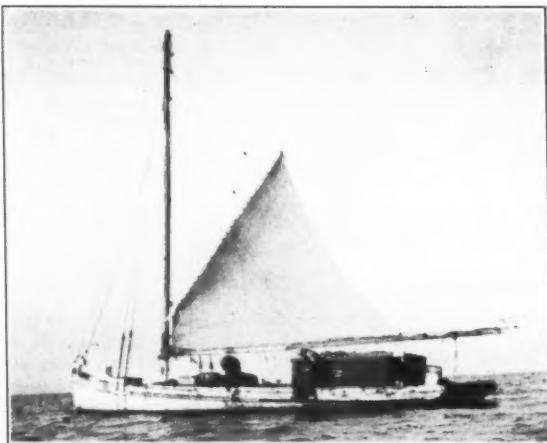
to fifteen dollars. That is, figuring cost of materials and time spent in assembling.

Now, the scallops lay on the bottom in ridges, caused probably by the action of the tides and waves. It is the scalloper's ambition to locate this ridge and the direction in which it lays, so that he can make his drift lengthwise of the ridge. This an experienced scalloper can tell, in a



Sloop from "Three Mile Harbor" running two-handed in light air.

couple of drifts and in frequent hauling of dredges. He then gets a range so that he knows where he is at, and can return to make succeeding drifts. His dredges are tied to deck rings on the windward side of his craft, ranging from abreast of the mast to and around the stern. He then trims his sail to make this drift by keeping as near as possible on this ridge. He has to accommodate himself to the direction of the wind, tide, etc., and to the velocity of both. He may have to reef her way down, give her a little more peak or drop a little. Perhaps give her a little center board or perhaps none. Give her a little or all of the jib or none. All of these differ on different boats as it is well



Sloop "Admiral" of Greenport, towing eighteen dredges, doubled up. Taken off Sag Harbor, L. I., N. Y. Crew of two lifting dredges. Note pile of scallops amidships.

known that no two boats sail alike. He lifts his dredges occasionally on the drift, depending on the amount caught in successive lifts. If he finds the bottom heavy with grass, he doubles up, i.e., tows one dredge before the other. Sometimes it is necessary to run them triple. By this method the first dredge or two stirs up the grass, floats the scallop and the next or following dredges catch them.

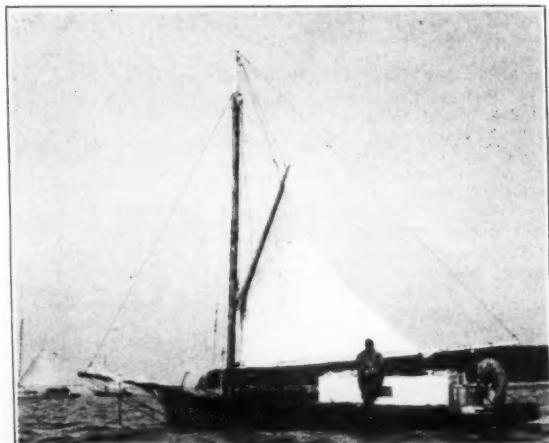
Reaching the end of his drift, the scalloper lifts all his dredges, starts his engine and returns to the other end of the ridge, comes about, shuts off his engine, heaves over his dredges and makes his next drift. This is called a "drift", because of the action of the craft, which is sideways like a crab, unless the direction of the drift and the direction of the wind compels him to trim his sails to make a trifle headway with his leeway.

All of this sail-trimming explanation is probably disgusting to the scallop fisherman who dredges under power. With power, a scalloper can stay on his ridge as long as he pleases, dragging back and forth, not beset by the vagaries of winds and tides. Most boats have their cabins way aft, close to the tiller or wheel. The companion way has a low pilot house built over it, so that the fisherman can duck out of the wind and warm himself somewhat when running to windward to make his next drift.

The scalloper doesn't have much time to do any knitting or fancy work while scalloping. His dinner must be snatched now and then, working while he is chewing. When he is not lifting dredges, he is separating scallops from grass and trash, going aft to put his wheel down or up a little, a little more sheet, or less, to keep him where he belongs. His scallops he piles neatly amidships, to be later bagged and carried to the opening house or his home, where his family may give him a hand to open his day's catch.

When scallops are plentiful his day's work is done when he docks, the openers take care of the rest. For this work openers get from sixty to seventy-five cents a gallon. A good opener can open a gallon or a trifle over an hour, which is fair money for boys, and in many cases women.

Boats from eighteen to thirty feet in length tow from six to twelve dredges and are run single handed. Boats from thirty to forty-five feet in length tow from twelve to thirty-five dredges, and are run two, three or more handed. Of course these larger boats invariably gather more scallops, but the individual share is invariably smaller than the man who goes single-handed. The scalloper of Long Island leaves his dock about day break in the morning, sometimes pretty cold, sometimes raining, sometimes snowing. His season is short, of but a few months duration, and he has to make his pile while he can. Returning an hour or two before dark, he puts his scallops ashore, his deck has been swept and washed down, while bound in. His day is done, and he can go home and take it easy for the rest of the day. Some of the fishermen own their own opening houses, where their openers after handling their catch, open other boatmen's catches who have no houses of their own. These houses consist of shacks of about 12 by 18 ft., inside, benches run on one end and sometimes three sides. The scallops are dumped on the benches, before each opener, who stands before a hole cut in the bench about six inches square. Through this hole he drops the shells, etc., the edible portion going into a dish or pan set on the bench handy to his knife. The scallops are then packed dry in butter tubs to which the cover is fastened and shipped to their favorite dealer at Fulton Market. Early in the past fall the weather was so warm that a chunk of ice had to be placed in each tub to prevent spoiling. This is not recommended by the buyers as scallops are like a sponge in the respect that they soak up a great deal of water.



Sloops off Sag Harbor, drifting on a ridge.

The Long Island scallop varies in size as well as their New England cousin. I believe, however, the Long Island variety attains a greater size. The life of a scallop is generally conceded to be of about one year and a half. This means then that at the age of eighteen months he dies. However, scallops taken from different locations at the same age, have yielded eyes of different sizes. This is conceded to be due to the waters in which they are found. Invariably the largest scallops are taken in waters given to swift currents or tides, where the scallops attain their large muscles or eyes in their opening and closing of the shells in search of food or in propulsion.

It's a peculiar game at its best. When there are few scallops prices run high, when plenty, prices are low. Small scallops bring lower prices to the scalloper and to the opener, it taking the latter longer to open up a gallon. But take it far or near, in New England or Long Island, what can compare with a plate full of nicely browned, freshly caught scallops, that have been rolled in cracker crumbs and fried in deep hot fat. Better than scallop stew, which to my mind is a waste of good scallops.

Oyster Market Brisk

Fleet Adopting Diesels

New Jersey Notes

By J. Richards Nelson

THE oyster market has been brisk all the month and it looks as though there would be plenty of demand for all the available stock this winter. There are about eighty boats running now and about thirty more will start up as soon as the usual Thanksgiving rush starts in.

The *Mary Ella*, Captain H. C. Nickelson is running seed up from James River. She was purse seining all summer and from all reports landed some heavy trips at Wildwood. The new 125 horse power C O is apparently clicking along without a miss.

The *Ethalinda Blackman*, Captain Morton Blackman, is also carrying seed from James River. The price of seed there has been raised to thirty-five cents a bushel making the seed cost about fifty-five to sixty cents planted in Maurice River Cove.

The schooner *Daniel Tompkins* owned by Nelson and Jeffries has been refitted with a ninety horse Standard Diesel. She has been renamed the *Normandie* and is carrying salt hay from Maurice River to Florence. She carries about a hundred tons of loose hay on deck.

The oyster fleet has been slower to adopt the diesel engine than the boats fishing outside the beach. There are sixteen diesels hauling out of Bivalve at the present time. Seven Standard, four Kahlenberg, three Fairbanks-Morse, and one each of Wolverine and Bessemer. They all are giving satisfaction and it is probable that there will be many more purchased within the next few years.

A new enemy to the oyster in this section put in its appearance early this past summer and is making rapid headway. The starfish, that much feared and hated pest of the northern oyster producing areas has suddenly decided to try the Jersey brand. So far they have not done any damage to oysters but have confined their efforts to the black mussel and to the small surf clams. It is feared that they will elect to try a course on the half shell when the available supply of mussels and clams gives out. Captain Henry Robbins in the *Eleanor Robbins* has been dredging stars on vacant bottom adjacent to the oyster grounds.

The Bivalve Cooperative Stores have erected a new gasoline and oil dock on the west side of Long Reach, Maurice River. It is not known what company's product they will handle though they sell the Texaco at their upper wharf. This will relieve the congestion considerably about the two existing wharves.

Fred East, formerly manager of the Neubay Oyster Company has given up that position to manage the Maurice River Oyster Packing Co. He brings a wealth of experience with him, having been associated with the oyster shucking business for more than thirty-two years.

William Dumont formerly in charge of the Bivalve laboratory of the New Jersey Agricultural Experiment Station and later manager of the Maurice River Oyster Packing Company has accepted a position with the United States Bureau of Fisheries. His many friends wish him success in his new position.

The King Crab fisheries that have been carried on in an extensive way on the bay shore of Cape May for over twenty years had a most successful season last year. The crabs are caught in pounds and the heaviest run occurs during the month of May. The industry had just gone through three years of low returns when the 1929 season proved to be a winner. The crabs are taken ashore, air dried for about six weeks and then ground and sold as fertilizer.

During the summer the clammers found a fine bed of Quohangs off shore of Green Creek. The rakers worked this for several months and at its best one man was able to catch several thousand clams in a day.

A heavy Northeaster followed by a Southwester early in October did some damage along the New Jersey coast. Damage to fish piers and board walks occurred from Point Pleasant to Cape May. Several small fishing boats were damaged in Delaware bay, by being driven ashore on the cape. One deck scow used in the King Crab fisheries was lost entirely. It is reported that a channel was cut through by the storm to the south of Barnegat light house. It looks as though the ocean would finally win the battle that has been going on for years to prevent the undermining of the old familiar landmark.

Hook and line fishing in Delaware Bay is about over for the season. A few boats are still at it and are catching a few weakfish but hardly enough to make it worth while.

Captain Sheppard Campbell is having a new schooner built at the Stowman Brothers yard at Dorchester. The boat is to be of conventional type similar to the *Laura Wilde* but a little longer. Stowman Brothers built the *J. & E. Riggan* and the *George C. Bell*, winners in the recent Delaware Bay oystermen's race.

New Launchings at Essex

Gertrude Parker and Elvira Gaspar

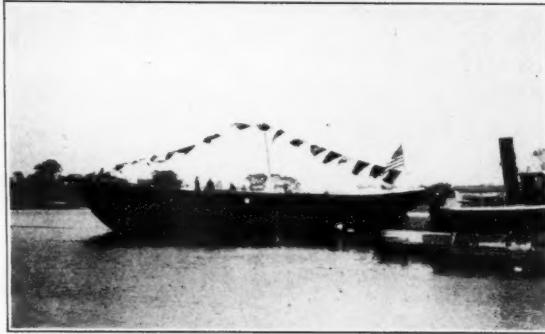
Geraldine & Phyllis on Maiden Trip

Gloucester Gleanings

By Eddie Goodick



Launching of the *Gertrude Parker* at yard of J. F. James & Son, Essex, Mass. Built for A. L. Parker of Boston, to be commanded by Capt. Bernard Wolfe.



Launching of the *Elvira Gaspar* at yard of Arthur D. Story, Essex, Mass. To be commanded by Capt. Joaquin Gaspar.

Two New Boats Launched at Essex

Schooner *Gertrude Parker* launched on October 8th, 1929 at the yard of J. F. James and Son, is the latest addition to the fleet operated by A. L. Parker of Boston. The *Parker* is the same type of boat as the *Geraldine* and *Phyllis* and she will be fitted out for dragging at the plant of the United Sail Loft Company. Captain Bernard Wolfe, formerly of the *Bettina*, will be her skipper.

The *Elvira Gaspar* built at the yard of Arthur D. Story for the United Fisheries Company and others will also be fitted out by the United Sail Loft Company for dragging and she will be commanded by Capt. Joaquin Gaspar. Although this is his first command, Captain Gaspar is a well known fisherman especially among the Portuguese fleet. The *Gaspar* was launched on Oct. 23, 1929.

General Seafoods Corporation Building New Boats

J. F. James and Son of Essex, are building one boat of wood, and the Bethlehem Shipbuilding Corporation is building three steel boats for this concern.

Geraldine and Phyllis

The new schooner *Geraldine and Phyllis*, is now on her maiden trip. The boat has a 230 H.P. Bessemer 6 cylinder Diesel Engine which was installed by the Independent Machine Company. The electric winch, Diehl generator and trawling equipment were furnished by Bromfield's Auxiliary Manufacturing Company. She was rigged by George E. Roberts. Sails and carpenter work were by the United Sail Loft Company. Cameron and Cameron installed the hot water heater. The boat is equipped with Edison Batteries and Hyde Propeller, Shipmate Range and rigged with New Bedford Cordage. Grimsby Nets were supplied by John Chisholm Fisheries Company, and the fuel oil by Gloucester Oil Supply Co.

Carrier Pigeon Flew on Board Local Seiner

A carrier pigeon came on board of Schooner *Elk*, Capt. Alonzo Smith, while the vessel was seining in Ipswich Bay, Sept. 24, and was taken in charge of the skipper and fed.

The bird, in an exhausted condition lighted on the fore gaff and was easily captured. On the right leg was an aluminum band with the inscription 1437 A U 29 Hub, while the left leg carried a rubber band with the numerals 080 on one side, and 091, made in Belgium, on the other.



Photo courtesy of The Cooper-Bessemer Corp.

Geraldine & Phyllis, photographed in Gloucester Harbor. Newest addition to the fishing fleet. Built for A. L. Parker of Boston, and commanded by Capt. Colin Dorey.

Struck Spar Buoy Bound In, Broke Shaft

Boat *Alden*, while bound in from seining Sept. 24 struck the spar buoy off Ten Pound Island, breaking her shaft. Her whistles for aid brought a coastguard boat to her side, and the government craft towed the *Alden* to her dock.

Capt. Bill Chetwynde Lost Life Sept. 28 in Odd Accident at Cape Cod Canal, Crew Jump to Safety.

Flying her flag at half-mast, the fishing schooner *Pathfinder*, which late Sept. 28 rammed a closed drawbridge in the Cape Cod Canal, killing her skipper, and endangering the lives of her crew of six, set out Sept. 29 for Boston her home port.

As both masts had been broken from the deck, it was necessary to raise a temporary staff in order that the marine tribute to the dead might be fulfilled. The body of Capt. William Chetwynde, who met death in the collision was sent to Boston in a funeral automobile to his home at 6 Galena St., Roxbury.

The mystery attending the accident has not yet been cleared. The auxiliary-motored schooner, bound from Boston to the fishing grounds, had successfully passed two drawbridges.

Whether it sounded its whistle upon approaching the rail-road drawbridge at Buzzard's Bay has not yet been satisfactorily determined. George Cunningham, draw tender claims

that no signal was given. In Bourne, it is reported that Clarence Moody, engineer of the *Pathfinder* claims that he sounded the necessary three blasts. The craft, going at a considerable rate of speed, struck the bridge head on with its hull. The bridge is so low that when the draw is closed a good sized motor boat would find difficulty in passing underneath.

When the boat struck with a resounding crash it keeled over and the masts crushed against the structure were snapped off. Capt. Chetwynde, apparently injured in the crash, was thrown from the deck, as was Moody, the engineer.

Five of the crew members, asleep in their bunks below decks, were thrown to the deck, and found themselves trapped in the partly submerged craft.

The schooner, shipping water, careened on its side, and slid under the bridge. It came up on the other side and righted itself. The crew jumped overboard, some of them making for the shore and others clinging to the side of the reeling craft, which began to drift toward Buzzard's Bay.

Moody and Chetwynde were removed from the water by a patrol boat from the canal office-dock in charge of Commander Ernest Jackson of Buzzard's Bay.

Medical examiner Ernest Curry of Sagamore was summoned and declared Capt. Chetwynde dead. He said that in his opinion, Capt. Chetwynde had not been drowned, but had died from a head injury apparently sustained in the crash. Moody and the remainder of the crew suffered no ill effects.

Capt. Chetwynde was 65 years old. He was born in Woods' Harbor, Shelburne County, Nova Scotia, and early in life formed a liking for the sea. Since boyhood he had followed the fishing industry, first in his home port and in recent years in Boston and this city.

He had been skipper of the *Pathfinder* for the past half dozen years and had the reputation of being a skilled captain.

Man on Seiner Had Close Call When Stunned

Reginald Crowell, one of the crew of the seiner *Florence K.* had a narrow escape from drowning Sept. 29, nine miles south of Baker's Island, when he slipped jumping from the seiner to the seineboat, and was stunned and fell overboard.

The *Florence K.*, with

Capt. Benjamin Pine at the wheel, was on a pleasure trip for mackerel, carrying several visitors who wanted to see how mackerel were caught.

Fish were schooling good in the Bay, and a set was made around a large school which parted the seine allowing the fish to escape. The seine was hauled back on deck, repairs made, and preparations made for a second set.

Crowell with others had been ordered to the seineboat and in jumping went over the side. Apparently stunned he made but feeble effort to save himself. He could swim but little anyway, and the weight of his boots and oil clothes made things bad for him. The seiner was shot up in the wind and hove to and a dory with Ernest Clattenburg and Charles Crouse at the oars bore down on Crowell who could be seen bobbing up and down in the water several hundred feet away. Clattenburg had to reach almost to his waist to get Crowell by the hair, and after some effort got him in the dory and back on the deck of the *Florence K.*, where for a half hour the man was rolled on a barrel and brought back to life.

Andrew Will Fight Fish Tariff Cut

Congressman A. Piatt Andrew has written George D. Morey, Secretary of the Fishing Masters' Producers Association and
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NOVEMBER, 1929

ATLANTIC FISHERMAN

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By Alfred Elden

TAKING out fishing parties isn't anything out of the ordinary, but Dan Donnell, of York Harbor, all around fisherman and good fellow, has given the game a new slant. York harbor is to western Maine what Bar Harbor is to the eastern end of the state, a wealthy and exclusive summer resort. The cottagers and hotel guests are able and willing to pay for their pleasures. Dan decided to offer them a sort of super service in the fishing line. So, he journeyed to Tiverton, N. S., where he had once seen fishing boats that struck his eye. There he had one built, 50x12x3, high of bow and with a clean long run that ensured good speed. A 24 h.p. Palmer gives her 10 miles.

Dan built on a broad, safe pulpit from the bow and all through the past summer took out parties deep sea fishing and hunting the wily giant tuna or horse mackerel, which abound along the western Maine coast. It was novel and exciting and appealed strongly to the fashionable clientele to which Dan catered. They could watch him hurl the harpoon or take a chance themselves at burying the lily-iron in the back of some big fish if they so desired. Going tuna fishing with Dan Donnell got to be quite the thing. And incidentally quite a number of the fish were killed. This winter Dan is going lobstering in his fine, big boat.

Herbert L. Pye, 60, of Portland, retired fisherman, is reported legatee to \$1,500,000 left him from the fortune of George H. Rice, wealthy New York soap manufacturer, whom he saved from drowning years ago.

Lyman Merry has opened his new sardine factory on the east side, Boothbay Harbor. He is putting up about 300 cases of sardines a day and employing 35 to 40 hands. In the winter he plans to pack clams, and next summer will add crabs to his line.

The new state law prohibiting out-of-state residents from digging clams in Maine claimed its first victims when two Rowley, Mass., men paid fines of \$35 each for digging at Beachwood, near Biddeford Pool. The men had been making a practice of digging large quantities of our succulent bivalves and taking them back in a motor truck to Massachusetts markets.

Not for years and years had there been so many mackerel in Casco Bay as were present this past fall. One seiner



Dan Donnell's big fishing boat at York Harbor.

caught 76,000 pounds off Bailey Island, took them to Boston, and stocked \$1,600. Two days later she was back and inside of 24 hours had 100,000 pounds more, stocking close to \$5,000 on a five-cent quotation which was the Boston price at the time. The cold storage plants were also well filled and there will be plenty of fine fresh mackerel this winter due to the modern quick freezing processes. Thousands of pounds of mackerel were also split and salted. Boys of this generation had their first experience at the exciting sport of jigging for mackerel. Close to the wharves and shores of Lower Casco Bay and all around Sheepscot Bay and Boothbay Harbor the fish took the hook freely and the hand-liners had lots of fun and fresh fish. The summaries of the 1929 mackerel season ought to make interesting reading.

Despite the big schools of sardine herring that were taken in late September and early October along the coast, old packers look for a short pack. The "flash-in-the-pan" they say, was not sufficient to bring up the grand total. William R. McDonald, of the E. W. Brown Company, South Portland, told me that a normal pack nowadays is around 1,800,000 cases. In mid October the pack was 300,000 cases short of this and the heaviest runs were doubtless over. Mr. McDonald doubts if the 1929 figures exceed 1,500,000 cases.

The Camden Sardine Co., Inc., is a newcomer that got underway this fall and has been turning out about 400 cases of sardines a day. The factory employs 25 girls and 16 men and has a payroll of around \$1,300, but employees and wages will soon increase in number and value. Angus W. Holmes is president and Angus M. Holmes is manager. Both came from Stockton and are experienced fish packers.

Governor William Tudor Gardiner has reappointed William H. Thurston, of Tremont, as a member of the Maine Sea & Shore Fisheries Commission.

What a friend the Lighthouse Service is to the fishermen.



Pemaquid light. Never a fisherman has lost his life due to any negligence by light keepers along the New England Coast.

I was interested to hear Bob Emery broadcasting from WEEI to the effect that there had never been a loss of life due to neglect of light keepers.

It looked like old times at Boothbay Harbor the latter part of September when for more than a week 35 large mackerel seiners made their headquarters there. Most of the vessels were from Gloucester and Boston and they tied up on both sides of the harbor eight to 10 abreast. The local cold storage plant got so many mackerel, bluebacks and herring that it became necessary to turn fish away.

The Italian netters of Casco Bay have been bringing in very fair sized catches of smelts. More than a dozen small boats are engaged and some days they deliver 2,000 to 3,000 pounds at the markets.

Claim to the title of the most unusual fish story of the season is made by the crew of the *Richard J. Nunan*, upon its arrival at Portland in late September with its last trip of swordfish. From the stomach of a "sword" was retrieved a fish unknown to any on board. It was about eight inches long, coal black, and with mouth and teeth on top of its head.



ABOVE: The Port Clyde Cold Storage, Bait & Ice Co.

RIGHT: Port Clyde's snug harbor at the mouth of the Georges River.

The *Nunan* also brought home a swordfish roe, said to be rare.

Captain Ford Davis, of the mackerel seiner, *Nyorth*, landed a record catch at Portland of nearly 50,000 pounds. He was beating his way west with hold empty after unloading a catch at New Harbor, when a big school was sighted off Seguin, just as it was growing dark. The big haul was made after sundown and the Willard Daggett Company crew at Portland worked all night handling the fish.

Crabmeat seems to grow in importance around Casco Bay. The Casco Crab Meat Company, of Brunswick, is the latest addition to crab handling establishments being only a year and a half old. Yet at the height of the summer season it boiled as high as 23,000 crabs daily or the equivalent of about 175 pounds of picked out meat. The crabs were bought off the fishermen around lower Casco Bay. An average steaming has been between 15,000 and 18,000 crabs daily or 100 pounds of meat. The entire product has been sold to hotels, stores and wayside stands on a wholesale basis.

Burnham & Morrill, at Portland, report 21 beam trawlers have discharged on an average of 200,000 pounds of mixed fish this season for their fish packing department. The lowest trip was 180,000 pounds and the largest 220,000 pounds. They will pack over four million pounds this season.

Those Passamaquoddy Bay fishermen do find life a problem. There are either too many sardine herring or not enough. The business seems to be one big gamble. Everything has to be just about so so. Sometimes a weir will catch enormous quantities of herring but then they will turn out

to be full of red feed, or the wrong size, or else other predaceous enemies will chase them all out.

Of course the weirmen must make money sometimes; otherwise they couldn't live. Along about the first of October at Grand Manan the weir fishermen were knocked completely out of business quick as a cunner will steal a periwinkle from a hook, when the destructive army of silver hake took everything by storm. They charged on the herring schools and drove them—the Lord only knew where. The Quoddy fishermen hoped to escape but it was not to be.

In a few days the dreaded hake drove hundreds of hogheads of herring from the bay weirs. Splendid catches of fish were being made around Deer Island. Weirmen there whose weirs were just beginning to take fish for the first time this season lost many big catches. Alva Leslie, of North West Harbor, had more than 100 hogsheads of fine fish impounded and had sold them to Connors Bros., at Black's Harbor. The carriers were to take them the next day. But there was no "next day" for Leslie, as the silver hake cleaned out the weir.

The "gamble" of the weir was never more apparent than this season. Some weirs that nearly always catch fish have done practically nothing while other weirs no more favorably located have made excellent hauls. There are those who believe weir fishing is on the decided down slide; that in years to come the western coast method of seining the fish wherever the schools may be, will be the principal source of supply for the factories. If the fish don't come to the weirs, the fishermen must go to the fish.

The factory production was considerably curtailed the second week in October, and from then on to the end of the season only sporadic catches were anticipated. Except in individual cases the entire sardine season has been very unsatisfactory from the weirmen's viewpoint.

Up to mid-October the absence of Quoddy pollock on the "shoals" and elsewhere was



causing great concern. Even housewives wanted to know where their winter's supply of dried pollock was coming from. Substitutes such as cod, hake and haddock do not fill the bill. Never before in the memory of those who engage in pollock fishing has a like condition prevailed. Some say the "mixing bowl" caused by the currents of Fundy is not working and the food the pollock like is lacking. Even with squid bait, fishing on the "slack" at Green Island Shoal, the fishermen had to report "nary a bite" where in normal falls thousands of 15 and 20 pounders are taken. While optimists hoped against hope, a majority of the fishermen did not expect enough pollock to supply the demand of their own homes.

Really, the outstanding thing of the 1929 sardine season is the payment of \$10 a hogshead for suitable size fish by Connors Brothers, of Black's Harbor. All the Eastport and Lubec factories have paid \$5, while in western Maine the price has averaged \$7.

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NOVEMBER, 1929

ATLANTIC FISHERMAN

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**By the Fisherman's Doctor**

THE Seacoast Sardine Factory at Machiasport has been much bothered with insufficient water supply, and it became necessary to carry water from Machias.

A queer fish is reported from Beach Haven, N. J. After a 24-hour battle the queer creature was towed in to the beach. It is twelve feet long, has wings like a bat and a tail like a whale. It has an eye in each ear, and otherwise those ears look like those of a pig. It has a mouth twelve inches long on the top of its head but with no teeth. Undoubtedly it is a member of the ray family, but fishermen are puzzled to name it.

Big catches and high prices fitted together well today at Portland market (Oct. 21, 1929). There was an unusually heavy demand for fresh fish and eight schooners arrived with the fresh fish. The local fleet brought to market 139,000 pounds of prime fresh fish, and smaller craft brought in 150,000 pounds more. With them were the first mackerel brought to Portland within a month.

Maine lobsters are on the increase but the lobstermen's profits are not in proportion. If they were so the Maine coast lobstermen would be having plenty of money to have all things they needed or wanted. This year's catch has been valued at \$5,000,000. More than 25,000 Maine men hauled lobster traps, and 12,000,000 lobsters were picked out of the traps. Ten years ago the state granted 13,000 lobster licenses, and about five thousand last year. The law against taking lobsters less than ten and a half inches long is responsible for this and the lobstermen obey the law better. But the lobstermen who depend on it for a living don't get adequate returns for this. The work is hard and trying, and there are many days when the lobsterman cannot haul his traps, and when there are bad storms or much blowy weather and high seas, much repairing of lobster traps and gear has to be done. At the present time a good lobster trap costs two or three dollars, and a lobsterman needs at least a hundred for a day's work. Besides he has to keep his motor boat in repair, keep up trap hauling gear, and provide plenty of bait and keep an adequate supply of necessities at his shore station at all times ready for trouble. Why does not profit keep in proportion with production?

William Westerbeke's "Vandal" Launched

On September 24 the largest fishing boat ever launched by J. D. Morse was slid into the water at Damariscotta. The *Vandal* of New Bedford, 98 feet long, 21 feet beam, ten and a half feet draft, 101 gross tons, 59 net tons. To keep dry in rough seas she is built high forward. She is a beam trawler owned by William Westerbeke of New Bedford and powered with a 210 H.P. Fairbanks-Morse engine.

Another one, almost the same size, is nearing completion. Mr. Morse has contracts on hand to build five other boats as soon as practical. He is building an addition to his shops 84 by 27 feet to accommodate present business on hand. He has \$100,000 worth of new business in sight.

September first was the end of closed time at Criehaven, and early on the Monday morning hundreds of traps were launched overboard. Seiners are bringing in great catches of herring every pleasant night and plenty of bait is available.

Schooner *Mattie*, is loading fish at Harry Johnson's fish stand at Minturn.

Investigations have proven that lobsters contain about two hundred times as much iodine available for the human economy as any other general foodstuffs. Rockland is handling many lobsters these days.

The body of Leonard Murphy, of Bernard, who was drowned while after bait in the vicinity of Swan's Island last September has not yet been found, although almost constant search and use of dynamite has been prosecuted. The body was probably carried far to sea.

D. O. French of Jonesport has quit fishing and lobstering on the Maine coast, and has gone to Plymouth, Mass., where he will be superintendent of the Gurnett fisheries, and for a time will be busy canning sardines.

Stanley Mitchell, who has worked at the fisheries all the summer, has returned to Massachusetts.

Capt. Eugene Eaton has left Little Deer Isle and has gone to Neponset, Mass., where he will be interested in the fisheries. Capt. Percy Eaton has moved his family to

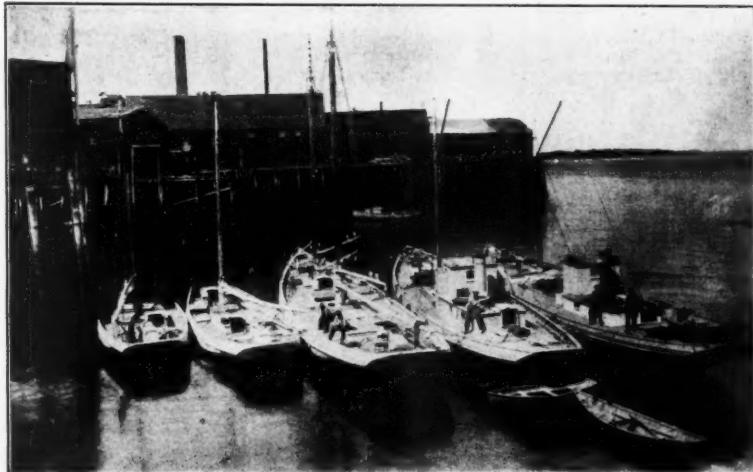


Photo by Fred G. Milliken.

A few frontier coast canneries at Eastport, Maine, showing low tide of usual 24 feet. Herring fishing boats in daily use. About \$60,000 value in this group. Three at right are \$15,000 crafts. Length 64 ft. 6 in., beam 15 ft. 9 in., draft 5 ft. 8 in., carry 60 hhg. of fish. Each equipped with 60 h.p. F-M Crude Oil.

Deer Isle from Massachusetts and will go lobstering.

The new scallop fisherman, built for Capt. Cleveland Burns of Friendship by W. A. Morse, has sailed for New Bedford, and Charles Cushman went as one of the crew.

Blanchard Orne, of Thomaston, has been looking things over in Friendship and may spend the winter there at lobstering and fishing.

George Bowden, of West Penobscot, is building a smelt camp at Leach Point and is getting ready for an active season.

Fred Carter and Leon Bowden, of Penobscot, are home from Seal Harbor and are getting ready for the smelting season.

L. W. Rummill, of West Tremont, has been making dry fish for winter and on a recent hand lining trip off Swan's Island, came in with a large fare of fish and was high line and had several good size cod, some of them weighing thirty pounds.

Cleveland Dunham, Atlantic fisherman who was hurt at work on his motor boat, and who was taken to the Bangor hospital, is improving.

Schooner *Frederick Lovett* is at McKinley with coal for the William Underwood fisheries plant.

All the lobstermen at South Addison are busy getting ready for a new season at setting out their lobster pots and there are several new lobstermen.

Edgar Hicks and Albert Richards of Columbia Falls have been visiting fishermen in South Addison.

Nathan Hinkley, of Milbridge, has been obliged to quit fishing and lay low at home on account of Bright's disease. Many hope to see him on deck again soon.

Capt. Creighton Haughn, of Nova Scotia, has been visiting friends in Camden.

Capt. Edward Leland has been calling on friends in Camden, coming from Harpswell.

Bert Webber died at his home on Main St., Rockland, after a long illness. At different times he has owned as many as fifty sailing vessels, fishing and coasting. He has been skipper of most of them. For many years he was fish warden for the Maine Sea and Shore Fisheries. He was born in West Ellsworth 59 years ago, and his father was Captain Ira Webber. For some years he outfitted vessels. For eight years he was associated with H. D. Crie, director of the Maine Sea and Shore Fisheries, at different times



By J. R. Leonard

FISHING conditions around the east end of Long Island are not very brisk at the present time. The blackfish which were thicker than the past two or three seasons, left very abruptly. We were taking good sized catches today and the next day and thereafter they refused to bite. Handliners at Plum Gut caught good sized fish and of a fair quantity. Prices ranged from ten to fifteen dollars a barrel. Flounders have just struck in, though not very large and of not a great number. Trap fishermen seem to be the



Trawler
Lexington

The Lexington, operated by Ward Fisheries Co., Boston, packs part of each trip in boxes at sea, ready for shipment.

commanded all the state's vessels, and was interested in lobstering.

Cleveland Dunham, of Atlantic, while working on his motorboat at Mackerel Cove, met with a painful accident to his hip and was taken to Bangor hospital by Dr. Popplestone from Swan's Island.

Capt. Edward Hitchborn of Stockton Springs has been visiting Capt. Fales at Thomaston.

The weirmen at Rockland are getting lots of herring and recently filled the sardine carrier, *Surfman*, with herring and entertained the fishermen with radio music and news. George Manchester, the Kennebec fisherman who shot at Sherman Merchant to scare him away from his lobster traps, was freed recently by the action of the grand jury. The seas had made the boat swerve and the wound resulted seriously and Merchant died. The nearby fishermen believed that the shooting had been accidental. Manchester and other lobstermen had been having trouble with someone trifling with lobster traps, and there had been considerable talk about it and it was said that Merchant had threatened to shoot Manchester. He said he was trying to scare Merchant and had no idea of shooting at him, but the waves deflected the shot.

William H. Thurston has been recently re-appointed by
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only ones at present that are making any money. They too, for the past few weeks have been handicapped by the severe winds which kept them from lifting their traps at regular periods. East Marion traps are showing mostly porches (scup) and one fisherman reported \$55 per box for his shipments early in October. At that time fish were scarcer than now. Willis Brown of that town made a catch of 121 boxes and did not lift all of his traps. The week before he shipped only 14 boxes because of the heavy seas. Lobstermen at Montauk are about done. The past weeks of high winds and heavy seas have made the tending of pots somewhat difficult. The yield this season being so poor they are not much encouraged to hang on. Scallopers are bringing in good catches of various sizes, the largest bring better prices. Prices range from \$2.00 to \$3.75 per gallon, according to size. Last year at this time prices ranged around five and six dollars. Good sets of large scallops are discovered from time to time at various places, but a fleet of twenty to thirty sloops make short work of them.

Capt. George Bennett of Shelter Island has returned after a short season bunker fishing. Capt. Bennett went on duty in September, but the fishing being so poor it was decided to lay up. Although Capt. Bennett's age is more than eighty years, he hopes to see plenty of bunkers next season, and to be right there to catch them.

On Thursday Oct. 18th Capt. LeRoy Tuthill, of Greenport

was severely injured, when his right foot was badly torn by the starting pin in the flywheel of the motor on his sloop *Whirlwind*. He had just started the engine and evidently slipped into the flywheel. Capt. Louis Reiter who was on his boat nearby witnessed the accident and went to his aid. Capt. Tuthill was rushed to Greenport dock and then to Eastern Long Island Hospital, where it was found that several bones in his foot had been crushed.

Saturday afternoon Oct. 12th, Coast Guard Patrol boat 290 while cruising in Gardiners Bay, gave chase and fired on the 110 foot *Beatrice K.* a former submarine chaser. She was detected shortly after dark, running without lights and for this suspicious circumstance was stopped and searched. Examination revealed more than 1,000 cases of particularly expensive brands of whiskey tied up in burlap bags and stored under a large supply of fish said to be halibut. Of the seven men aboard none would admit being captain of the vessel. They admitted however, to be bound for Sag Harbor. She was brought to New London and the following week was taken to New York for court action. Her bottled cargo was valued at \$100,000.

The body of a man was found floating in the basin at Sweet's Shipyard, Greenport, on Saturday morning Oct. 5th. He was later identified as the body of William Robert Cooleen, of Halifax, Nova Scotia. He was reported on October 2nd as missing from the yacht *Venture* where he was employed as a seaman, and was thought to have fallen overboard. The coroner gave as his verdict, accidental drowning.

The steamer *New Hampshire* of the New England Line, bound for New London was badly damaged late at night Oct. 7th in a collision with the dredge *Governor Warfield*, off Jackson Street in East River. Thirty-five passengers were panic stricken as a tide rip sent the two vessels together. The *New Hampshire* was forced to return to her pier with a seventy-five foot hole in her starboard side, three feet above the water line. Part of the cargo was damaged by water and some of it went overboard.

You fishermen in New England, the Provinces and elsewhere will have to give up fishing and go to farming, sell your vessels for flower pots or rebuild your vessel under a patent, if you expect to live by the sea. At least if you can swallow the following. In Edgewater, N. J., there is an ex-submarine chaser in dry dock that is being re-built under patents of Carl Rubach and J. E. Galligan, that by the hopes of its inventors will spill fish on its deck at the rate of five tons per minute. This without the aid of such antique fishing gear, as lines, hooks, nets, etc. This vessel will carry a pipe two feet in diameter extending from bow to stern. On each side of the stem there are large openings, below the water line leading into this pipe. Through these large mouth-like openings, large swarms of fish will be pumped by a hydraulic pump, from schools, emptying in a wire trap at the stern. Water will run through the screen trap and over the stern deck into the ocean, but the fish remain. The hydraulic suction is created by a centrifugal pump, sending the water through the pipe at the rate of sixteen miles per hour. Surface fish, running in schools are to be the main aim and prey for this voracious fish eater. It has been estimated that out of 66,000 pounds of water delivered by the pump into this trap, when the vessel sails into a school, that approximately 10 to 20 per cent will be fish. With 15 per cent as an estimate, it will mean that 9,900 pounds of fish will be caught every minute. The tube is to be made in sections in order to make repairs or remove material that might clog the pipe. A gate valve is to be installed in forward end to be shut when fishing operations are over. You can all plainly see that if this is a success that the fishing industry will be revolutionized. Goodbye to the makers of hooks, twine, nets, dories, no more searching for, and buying bait, no more storing away ice or equipping with refrigerating plants, for they are to store their fish alive in water tight bins. Probably they won't carry any oilers as there will be no need to stand on deck, only in docking or clearing port. All they will need is a plumber in nice blue overalls, to stand by that gate valve, and "open 'er up" at the captain's command to start fishing. It's a tough life.

The tug *Daisy* which sank off Astoria Park in the East River Monday morning Oct. 21st will be ground to pieces, unless a floating derrick soon arrives on the scene. The tug finally grounded near upper Hellgate where the eddies and swirls are very strong. These eddies are grinding the tug on the rocky bottom and bits of wood cover the water in its vicinity which have been worn off by the action.



By Joseph C. Allen

THE quarter-boards of October are easing by us at this writing for the old gal is leaving us astern fast. Taking one year with another, she's been an average month with no great departures from the regular run. Plenty of sunshine, plenty of swell and just one breeze that came from six directions at once and hove up a cork-screw sea that unbipt the timbers in boats, turned every man's hair curly and hove the lays out of all the buoy-lines clean down to the last thread.

Still there wasn't much damage done. Very few pots were lost although there were some of 'em brought in that were so doggone porous that they wouldn't hold cabbages.

This time of year finds all hands talking and thinking about scallops. The cape season began on the first and the boys there have been mopping up in good shape with very



Scene from the home port, Vineyard Haven. Capt. LeRoy Lair, on the right, maintains that his sign indicates nothing but the truth, in proof of which he exhibits a red scrod almost kicking. The gentleman with the scientific appearance on the left is Allan Keniston, erstwhile game-warden who is about to turn his efforts toward agricultural pursuits, while the long-spurred fellow, with the out-standing ears, in the center is no other than the pilot of this column, Joe Allen, sometimes known as the Wheel-house Loafer.

little slackening up to this time. Somewhere in the neighborhood of four thousand gallons a day were taken during the first rush and still a lot of those Capies swore by the sacred cod that they weren't going to have half a season. Perhaps they won't at that. The pilot of this column has no idea of what they call a good one or a whole one. The average prices seem to have hung between three dollars and four and a half, depending on the size and where they are marketed. That is, locally or shipped into New York or Boston. Plenty of men do both and both factions claim that their way is best.

The only commercial scalloping that has been done on the Vineyard up to this time, is at Oak Bluffs where the catch is slim. The boys that went into the pond have been able to make good wages, but nothing alarming. But the season at Edgartown will open on the first of November, and all hands are rigged and ready, all set for a big season.

While the harbor is pretty weedy as usual, some of the boys have been prospecting according to their custom, and they know pretty near what they are talking about. At Vineyard Haven, the boys petitioned to have the opening of the season postponed until the First of January. They hail the biggest set of scallops that have been seen there in many years and they are figuring on a mighty good

(Continued on Page 24)

ATLANTIC FISHERMAN, November, 1929



AMCO FISHERMAN'S ROPE

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NON-KINKING DURABLE ROT-PROOF

Amco treatment not only acts as a preservative against the action of salt or fresh water, keeps the rope soft and pliable when wet and prevents its freezing up hard in cold weather, but it also greatly increases the strength of the Manila Hemp as the following table clearly indicates.

BREAKING STRENGTH

Size	U. S. Government Requirements for Best Manila Rope	AMCO Fisherman's Rope
6 thread	700 Lbs.	810 Lbs.
9 thread	1200 Lbs.	1650 Lbs.
12 thread	1450 Lbs.	2050 Lbs.
15 thread	1750 Lbs.	2250 Lbs.
3/4" Dia.	4900 Lbs.	6250 Lbs.

All other sizes in proportion

Amco Treated Fisherman's Rope weighs no more per foot than best untreated Manila, but it is stronger and lasts longer.

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Seattle, Wash.
Phone: 4902 Maine

Distributors in the Other Important Fishing Centers

(Continued from Page 21)

market when they begin to take them. Last year they dredged along with the rest, Edgartown and the tail-end of the Cape season, and the Vineyard Haven scallops brought as high as eight dollars a gallon in New York when no other scallops brought over five. The arrival of the southern catch didn't make a particle of difference either, and so, if we don't have a very hard winter, the boys stand to do a nice little winter business.

Things are not going so smoothly with the scallop dealers according to the reports we get from ashore. The new law, requiring the labelling of all scallops with the state and town names, seems to have riled a number of the best customers.

We hear that the A. and P. stores and other similar large buyers, have refused to handle 'em, on account of the law, and the buyers are kicking high, wide and handsome about it as well. They say, for instance, that when they go out with a five ton truck gathering up scallops from half a dozen towns or more and getting one partly-filled tub or can to every three or four full ones, that it is almost impossible to avoid mixing them up. Of course, if this happens, and it can be proven, then the poor dealer stands liable to a fine, imprisonment, shooting at sunrise or such other punishment as the court-martial may direct. And that is why so many of these lads are asking why the purpose of the law could not be just as well served by the use of a label stating that the scallops were taken in Massachusetts waters. The chances are that our representative, Capt'n Ernest J. Dean, will have to straighten the thing out when things open up to Boston. We take notice that he is the lad they usually call upon when anything pertaining to salt water business needs titrinating.

Most of our lobster-pots are ashore but there are a few hardy sons of toil who are hanging on and will continue to hang on as long as there is a dollar to be made. The lobsters are really running very good and have been all through the fall. About the middle of the month (October) the price began to rise, being effected by the wrecking of the eastern gear and the nearness of the close season. This is an annual occurrence that seldom fails. But last year it failed in good shape. The Maine lads didn't get the regular easterly and fished later in some places than they had done for a long time. Down around here where the dealers had been earring up lobsters in anticipation of the end of the eastern season, they were left holding the bag.

Fall fishing in the traps has been pretty slim pickings and most of the gear is out. A couple of sets were pretty well torn up by the breeze we had and the boys hauled it out for good. There are still two or three sets fishing at this time, but they are only picking up a few fish. There have been quite a little bunch of frigate mackerel around, but not a regular mackerel has been trapped this fall. Some claim that the blue-fish and bonita have driven them to hellandgone because there are plenty of them within a hundred miles. The squireague struck a trifle better than common and more bonita were taken than for a number of years, while every haul has netted a few blues. There have been some butters, but nothing up to this time that resembles old times. Old-timers say that when we have a summer as hot as the last one that the fish go farther east than in ordinary years and take a short cut back.

Abe Osborn brought in the last trip of sword for the season in his schooner, twenty-one fish. There have been several single fish taken since, mostly big ones. Norman West from Menemsha brought in a good sized fish and Charlie Tilton of Cuttyhunk also got one, both pretty late in the season. But the biggest one reported was seen by Harry Reed of Menemsha.

The stories told about that fish reached this columnist by a devious route and no doubt were somewhat twisted in the telling. But anyhow, they say that the fish was a very tame one, and Harry, hauling lobster-pots alone, raised the critter and steamed over to look at it, not having any iron aboard. When he hauled up alongside of its flukes, he looked forward and couldn't see the head at all!

He looked wildly around to see if another boat was in sight and carrying swordfish gear, but alas, there wasn't a darned one. Deciding to get a look at the whole length of the fish, he went ahead slow and after steaming for a few minutes, came abreast of the backfin, but he couldn't see the sword even then!

All this time the fish laid quietly and made no effort to move, so Harry, hoping that someone would come along with gear to capture the fish with, and not wanting to lose track of such a prize, hove the bight of a line over the back-fin

Rhode Island Notes

By Henry H. Brownell

WITH the meeting scheduled for October 24th, the Narragansett Fishermen's Association, Inc., is expected to grow by leaps and bounds. Already its membership exceeds by hundreds any other previous undertaking of its nature. Although it largely has been made up of shell fishermen, it is fast gaining in membership among the trap-fishermen of Newport County. Willard Brown is financial secretary, with George Bell as President. Its aims are more definite recognition of the fishing industry and its needs, both economically and politically. No doubt much can be accomplished by this association representing as it does a united front. Meetings are scheduled for Newport in the near future.

Agitation has been evident for the last few weeks among the lobstermen for legislation restricting the number of pots one man can set although it has not got very far, it might be well to give it due consideration as a very pernicious idea which should be discouraged at the outset.

All reports and opinions around Narragansett Bay seem to be that the Weakfish and Bluefish are to make their appearance in their old time plenty. More small Menhaden have been seen this season than for many years back, they were so thick up around Wickford that a school of them got into the reservoir during a freshet and can not get out over the dam. Looks like they will have to stay there all winter. We still have the sardines, guess they will be catching them through the ice if they don't go soon.

Up to this time no large catch of Striped Bass has been made. Scattering catches were reported the middle of October. Thirty-one barrels was the largest amount previous to October 24th by the Tallman & Mack Fish & Trap Co., of Newport.

Indications from Block Island are that they are enjoying a fair codfish season. At least they must be optimistic as they have been buying plenty of bait all things considered.

Many of the owners of boats that were seen violating the law prohibiting dredging by power in Kickamuit River, were called before the Shell Fish Commission at the State House, but no one was there to talk to and their trip was all for nothing.

I have been hearing some strange stories about a newly invented Quahaug dredge they are using around Tiverton, that it only weighs 20 or 30 pounds and that a 7 hp. engine will drag it successfully. Although I have not seen this dredge, I get this story on good authority.

What are probably the smallest stub traps set anywhere on this coast, are set in the West Passage of Narragansett Bay. About as much twine in them as you could wheel comfortably in a wheelbarrow. Capt. Dykstra of Wickford has seven of this type set. Mostly eels and whiting make up his catch with a few scattering tautog now and then.

and laid alongside of the fish for four hours waiting. But nobody showed up and at last the fish settled, the line came clear and he had to steam for home.

The hand-lining is just about over, just a few boats following the tauthaug, that's all. It has been a poor season for most of them for the schools haven't seemed to have gathered anywhere but have remained scattered all through the summer. Only one week promised anything like the old-timers tell about. The cod-fishing hasn't commenced yet, but the boys are all ready and will make a start very soon.

Eels are very plentiful and indications are that the winter shipments from here will be far ahead of the average. They are everywhere, and they are very large. One lad was telling a few days ago, about hauling one up, speared through the head. He said that he grabbed hold of that eel and hauled it in until his boat was all ready to swamp and then took a hatchet and chopped it off and let the rest go.

News round about is not very brisk. Capt'n Joseph Tilton at Menemsha has bought a new launch for lobstering. Capt'n Ike Norton is having a schooner built down east. She will be about the same type as the rest of the Edgartown fleet, between seventy and eighty feet overall.

Capt'n Horace Hillman is ashore, probably for the rest of the winter. When the wild geese begin to fly Capt'n Horace loses a lot of his interest in fish.

NOVEMBER, 1929

ATLANTIC MARITIME SECTION FISHERMAN

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Organization of Maritime Federation Outlined at Canso

Dr. M. A. Coady Starts His Work Here

By Cecil Boyd

DR. M. A. Coady, of St. F. X. College, Antigonish, N. S., who was recently appointed by the Federal Government, to assist the fishermen of the Maritime Provinces in organizing themselves, honored Canso by choosing it as the starting-point of his work, in the big task that he has before him. On Monday evening, September 23rd, he addressed a large public gathering in the Ideal Theatre, setting forth the aims and advantages of organization, and the system he proposed to employ. He said the idea was to form a local Federation station in each fishing port on the coast of the three provinces, and later a Maritime Federation, with a central Board, made up of the best brains available in the industry, to study the problems of the fisheries, and work out a solution.

In beginning his address, he said that he wished to speak to the citizens generally, rather than to the fishermen only, as the fate of a great industry should concern all patriotic citizens. All crafts, trades, and professions had found it necessary to organize in their own best interests. Labor, organizing years ago, had to fight its way against most bitter opposition, but at this time, fishermen of the Maritimes are organizing under more favorable conditions, that of public recognition. With the highest authority in the land, the Dominion of Canada itself backing them, there could be no question of its being a good thing.

He predicted great prosperity for Canada, and declared the Maritimes should get their share. The advocacy of fish as food by the medical profession, the better article being produced by the trade, the coming of big capital into the fishing field, all pointed, he said, to the ushering in of the Fish Age. The construction of the new cold storage plant at Halifax was cited as an evidence of Capital's faith in the future of the industry, in which, he declared, there was room for everybody connected with it, both fishermen, dealers, and all others.

The speaker stressed the fact that organization should not be gone into with the single idea of making more money, but it should be regarded as a mighty factor in the great business of nation-building, in which fishermen as well as all other workers ought to be engaged. Everybody should welcome the day when our fishermen and farmers make good money, as business cannot be profitably done with paupers.

Organization, he pointed out, can change a negative, growling, philosophy, into a positive one of doing worthwhile things, and with organization, the fishermen will have an instrument for investigating things for themselves. The proposed central council will be a fact-finding institution. Organization will give fishermen an authoritative body to speak for them as a whole. It was the first step to be taken, after which the next and succeeding steps would become plainer.

In a closing appeal, Dr. Coady urged his fishermen hearers to get together, and putting their best brains into their problems, they would ultimately solve them in a sane, sensible way.

Mayor Ferguson was chairman of the meeting, and at the conclusion of the speaker's address, a vote of thanks was passed on motion of H. A. Rice and Dr. M. E. Morrison. Canso already has a live Federation station, but by no means all of the local fishermen belong to it as yet.

New Craft Brought to Canso

In my letter published in last December's issue of the ATLANTIC FISHERMAN, reference was made to a new fishing craft then building on the stocks at Whitehead, Guysboro County, by Captain Thurlow Munroe. This craft was launched week before last, and last week was brought over to Canso, where Captain Munroe intends to engage in the fall fishing. The *Merle and Agatha* is a 27 ton schooner, 67 feet in length, and will carry six dories fishing. She was built by Captain Munroe himself, with an assistant. He also designed the model and made the molds himself, with the idea of putting out a fast sailer. The ironwork was nearly all done by Walters of Lunenburg.

This schooner has been the subject of considerable in-

terest and speculation ever since she first began to be built. Being designed as a sailer, by a local fisherman, and constructed painstakingly of the very best material obtainable, everyone interested in marine matters was anxious to see how she would turn out. Since coming over to Canso last week, she has had only one trial spin up to date. That was out in Chedabucto Bay, where she acquitted herself very well, but was out alone, so that her speed in relation to others of the fleet could not be accurately gauged. Before the season is over no doubt the *Merle and Agatha* will fall in company with some of her companions of the fleet, and have a hook with them, thereby showing her sailing possibilities.

Edward Goodwin, President of the Canso Fishermen's Federation, is at present ill in St. Martha's Hospital, Antigonish, where he recently underwent an operation. Mr. Goodwin became ill several weeks ago, and after undergoing local treatment for a time, was sent to the Hospital, where latest reports state, that he is coming along O. K. Besides being a leader in the fishermen's organization, he is an enthusiastic and skillful follower of the Curling game, last winter being Skip of the team that won the Senior Cup. It is to be hoped that Ed will soon be on deck again, ready for the fall haddocking, and later on, the winter Curling.

During the past several weeks, and particularly since the present month, (October) came in, the shore-fishing in this district has been hung up in the doldrums. There is usually a rather quiet period between the end of the summer cod-fishing and the time when the fall fishing starts up in good style, but this year it has been one long, almost wholly blank, spell. Continuous windy, rough weather has kept the shore fleet tied up at their moorings, and besides, the few days that some of them did get out, there were practically no fish on the grounds. This has been the unfortunate condition of things not only right here at Canso, but all along the Guysboro County coastline and the Cape Breton shore, that is, the entire area covered by the Collecting Smacks, that operate from Canso. These boats have been bringing in very few fish. As a natural consequence at this date, (Oct. 20) it is very dull at present around the fish buying plants here, but it is likely there will soon be a change for the better. At least we all hope so.

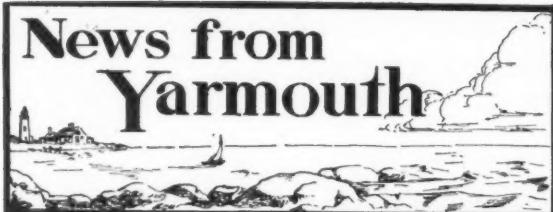
Prices to the fishermen are standing at a good level now, having gone up some since my last letter. Steak cod are now quoted at \$2.50 per hundred pounds, market cod and haddock at \$2.00, so that as soon as operating conditions improve, there will be a good chance for a day's pay in the fishing line.

H. A. Rice, ex-M. L. A., attended the Convention of the Maritime Boards of Trade, held at St. John, N. B., on October 15th and 16th, as a delegate from the Canso Board, and while there brought up the subject of the Fisheries, referring to the Government Collecting system, and other matters of general interest.

E. P. White, local agent of the Portland Packing Company, of Portland, Maine, who spent several months at the Company's plant at Unity, Maine, returned home towards the end of September, accompanied by his wife.

H. F. Robinson, manager of the Canso branch of the Maritime Fish Corporation, attended the conference held recently at Montreal, between the fish dealers of the Maritime Provinces and Hon. P. J. A. Cardin, Minister of Marine and Fisheries, Ottawa.

The Canso schooner *Hockomock*, Captain Chas. Mosher, sailed from this port on the 18th of October, bound to Halifax, via Whitehead, Guysboro County, with a cargo of salt cod, dry fish, and cod oil. At Whitehead she will take on some more. A large part of her cargo, some 60,000 lbs. of salt cod, and 200 quintals of dry fish, were loaded at Queensport, in Chedabucto Bay, the remainder, about 100 quintals of dry fish, being taken on at Canso. Last fall, the *Hockomock* went fishing out of Canso, but this year, Captain Mosher, I believe, intends to continue freighting. Captain Mosher recently returned from a motor trip through the provinces of Ontario and Quebec.



By the Lurcher

CAPT. William Lyons, who spent two months' vacation at Yarmouth and also at his old home at Forbes Point, Shelburne County, has returned to New York and resumed his command of the American-Hawaiian Line motor ship *Californian*. Capt. Lyons is Commodore Captain of that fleet and has been continuously in the employ of that concern for over forty years. His first command was in the sailing ships operated by that company and following that Capt. Lyons was master of steamships and now has the company's large motor ship *Californian* in the New York, Boston and Philadelphia and Pacific coast trade.

Capt. Frank W. Andrews of Yarmouth, is spending two or three weeks in Boston and vicinity. He is one of Yarmouth's master mariners who served in the days of the "Wooden Ships and Iron Men" and during those years sailed several of Yarmouth's best ships. Following the decline of the wooden ship Capt. Andrews went to England and for sixteen consecutive years he sailed the fine British ship *Glenalvon*. When the steamship superseded the sailing ship Capt. Andrews retired from the sea and for several years very successfully conducted a large stevedoring business in Tacoma, Washington. During the Great War, however, he again caught the lure of the sea and performed good service in the United States navy on the Pacific Coast, while later he made several voyages as master of the United States Shipping Board steamship *West Cohas*.

Capt. Reuben Cameron, recently passed through Yarmouth on his return to Boston after a trip through Nova Scotia and Prince Edward Island in the interests of the Boston, Mass., fish firm of John Nagle & Co.

J. M. Walker's schooner *Cupola*, Capt. Andrew d'Eon, which has been fresh halibut fishing all through the past summer, has been refitted and is now engaged in fall haddocking. The vessel has already made three good trips.

The Weymouth tern schooner *Mary B. Brooks*, 215 tons, Capt. George W. Brooks, has completed loading lumber at Weymouth for the Boston markets. After discharging at that place the vessel will return to Yarmouth and will load a cargo of hardwood lumber for Boston. The Cedar Lake Lumber Company, Limited, will be the shippers and there will be two or three more cargoes for the schooner following the one mentioned.

Capt. Arthur W. Hilton, instructor at the Dominion Marine School, at the Port of Yarmouth, and Mrs. Hilton, also his cousin, Joseph C. Hilton and Mrs. Hilton, of New York, are on a motor tour of Nova Scotia.

Capt. Frank K. Crosby, master of the Boston and Yarmouth line steamship *Yarmouth*, was recently married in Providence, R. I., to Gladys Evans, of Boston. The trip following Capt. Crosby gave over the command of the *Yarmouth* to Capt. Lakeman of the New York-Yarmouth line steamship *Evangeline* and with his bride, left on a three weeks' wedding trip through Maine and other New England states and New York. Returning on the 14th inst., to resume his command of the *Yarmouth*, Capt. Crosby was summoned to the palatial dining saloon of the ship and there by Capt. Lakeman, on behalf of the officers and crew of the *Yarmouth*, presented Capt. Crosby with a handsome electric radio. Capt. and Mrs. Crosby are residing at Atlantic, Mass.

The large whale, about seventy feet in length, which several weeks ago was rammed by the Boston-Yarmouth liner *Yarmouth*, when the ship was on the passage from Boston to Yarmouth, has drifted into Yarmouth Sound and on the 13th inst., grounded at Sunday Point, on the eastern side of the entrance to this harbor. It is in a very badly decomposed condition and the ribs on one side are pushed right through the carcass, evidently done by the bow of the ship when it struck the great mammal. The whale is still in the "V" shape similar to what it was when the *Yarmouth* backed away from it the morning of the collision and the great gaping hole

in the side, made by the prow of the ship is quite discernible. The day following its going ashore some fishermen went out to it broke it apart considerably and took one of the ribs measuring about ten feet in length, brought it to Yarmouth and afterwards presented it to Capt. Crosby, of the *Yarmouth*, as a souvenir of the collision.

The three masted schooner *Cape LaHave*, Capt. Eber Sarty was wrecked recently at Drum Point Key, Turks Island. The vessel sailed from Lunenburg in August for Barbados and afterwards went to Turks Island to load salt for Lunenburg. The *Cape LaHave* was built at Yarmouth North by the Milton Shipbuilding Company in 1919 and was a vessel of 358 tons. After launching, the schooner was purchased by Capt. Sarty and others of LaHave and Lunenburg, who have operated the vessel with good success.

A. E. Nickerson, representing the Austin E. Nickerson Company, Limited, Yarmouth; M. S. Robertson, of the Lockeport Cold Storage Company; J. W. and H. R. Swim, of Swim Brothers, Limited, and H. R. L. Bill, M. L. A., of Lockeport, spent several days recently in Montreal. In that city they attended a conference called by the Hon. J. P. A. Cardin, Minister of Marine and Fisheries, to discuss the question of the beam trawler and what should be done about it. Besides the above who were called to present the cause of the shore fishermen, there were also present owners and operators of trawlers. The conference really followed a tour which Mr. Cardin made a few weeks previously, of Nova Scotia, during which he visited many of the leading fishing centres of Nova Scotia and gained a great volume of first hand information regarding the actual conditions of the fishermen in many parts of the province.

The Lockeport fresh fishing schooners *Archie L. MacKenzie*, Capt. Ralph MacKenzie; *Julie Opp*, Capt. Alex. Blades, and *Frances W. Roue*, Capt. George Blades, have for the past few weeks been making Yarmouth their headquarters and all have landed many thousands of pounds of halibut and other fish at this port.

Capt. Stanley Doane, who for the past summer has been skipper of H. H. Raymond's auxiliary schooner yacht *Micmac*, has returned from Gloucester, Mass., where the *Micmac* has been hauled up for the winter. Capt. Doane is now at his home at Barrington.

The Yarmouth schooner *Grace & Ruby*, of the Sweeney fleet, has been undergoing a rather extensive reconditioning following the summer at fresh halibutting. The vessel has been hauled out on the marine railway for caulking and painting, preparatory for taking up winter work. Capt. Oxner of Lunenburg is now skipper of this vessel.

The work on the new breakwater at Port Maitland is progressing very favorably and it is now expected that present contract will be complete before cold weather comes. It is without an exception the greatest undertaking that any Dominion government has ever attempted for the fishermen of that section and will give them exceptionally good protection from any weather which might occur there. Besides that it is so situated that it is very easy of approach and can be made regardless of weather conditions without danger of being caught out and having to await tide. At the outer end and for several feet in towards shore there is at low water a good depth of water, consequently the fishermen making that place their headquarters for fishing will be able to come or go at any time of tide. The present contract calls for an expenditure of \$50,000 and the work when complete will give the fishermen a breakwater, stretching out into the sea about 900 feet from the shore line, in a direct northerly direction, while on the end there is an ell, reaching about 210 feet in a northeasterly direction which will form a thoroughly landlocked harbor with capacity for a very large number of boats.

D. E. Cunningham, of the *Hawk*, Cape Sable Island, was one of the exhibitors of boneless fish at the recent Lunenburg Exhibition and was successful in capturing a first prize on his product.

Leland Smith and Wilbur Halliday, fishing from Bear Point, Shelburne County, recently had a unique experience with a halibut which they hooked. It was a large fish and was on Smith's line. After a rather hard tussle and almost getting it on board their boat, the snoods parted and the halibut was lost. About ten days later Allister Halliday, fishing from the same place and in the same boat, as the first named men, hooked a halibut and after hauling in and getting it into the boat he discovered in the halibut's mouth the hook and line lost by Leland Smith on the previous occasion. We

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By H. R. Arenburg

LATE arrivals from the Banks are the schooners *Ronald George*, Captain Romkey, *Marion Belle*, *Wolfe* and the *Marjorie Hennigar*.

The tern schooner *Fieldwood*, Captain Oxner, of Riverport, has arrived from Turks Island with a cargo of salt for Riteey Bros., Limited.

C. J. Morrow of Lunenburg Sea Products, Limited, is on an extended business trip through western Canada.

Captain Angus Romkey of West Dublin, will command the fishing schooner *Agnes V. Myra*, next season.

Clarence G. Smith of the firm of W. C. Smith and Company, Limited, died at his home on Thursday, October 3, aged 39 years. He was a son of the late Captain Abraham Smith and Mrs. Smith.

In 1914 Mr. Smith volunteered for overseas service and for four years was a Sergeant in the Postal Service. At the conclusion of the war he returned to Lunenburg and entered the firm of W. C. Smith & Co., Ltd., of which his father was at that time president. This position he filled until ill health compelled him to retire.

The Independent Order of Odd Fellows and the Loyal Orange Lodge, of which the deceased was a member, attended and performed their last rites at the grave.

There is increased activity in fall fishing this year and quite a large number of vessels are now on the Banks. The use of auxiliary power facilitates the movements of the vessels and is a great help, especially in fall and winter fishing.

The extra capital cost of putting power in vessels makes it imperative that they work a longer season in order to show a profit on the additional investment. In fact this equipment means that these vessels will fish almost the whole year.

Many of the vessels not equipped with power have heretofore fished during the winter, but the new idea is much more comfortable and they can work better on schedule, and land their fish at the proper time.

The claim is now made that with a good fleet of motor equipped vessels there will be no need for the beam trawler, and that a steady supply of fresh fish can be maintained by the shore fishermen and the fishing fleet.

Schooners *Robert J. Knickle*, *Harriet* and *Vivian* and *Shirley B. Corkum*, are fall fishing. This is the first fishing trip for the *Shirley B. Corkum*. She was built at the yards of Smith & Rhuland during the summer, and has just recently been rigged and fitted out for the Banks.

The schooner *Delawana II* has gone to Newfoundland.

The Schooner *Margaret Tanner*, Captain Angus Tanner, is fresh fishing.

Schooner *Autagua*, Captain Arnold Parks, has been chartered to load provisions at Halifax for Red Bay, Labrador. She will bring a return trip of dry fish to Halifax.

Fire destroyed the fish stores with all their contents, the property of Paolie Levy, Feltz South.

Mr. Levy was away from home at the time and when the fire was discovered by neighbors, had gained such headway

that it was impossible to save building or contents. The loss is estimated at approximately \$2,500.00, partly covered by insurance.

The news of the accident that terminated the career of Arthur Hunt Chute was heard with deep regret in Lunenburg. He was a bright and gifted son of Nova Scotia, a journalist who was genuinely interested in Lunenburg because of our connection with the fisheries and with maritime life, and a most loyal Nova Scotian.

He always followed closely the fishermen's races and wrote splendid stories with Lunenburg as the background. He was a hail fellow well met with our captains and fishermen.

On his recent trip to Nova Scotia, Hon. P. J. A. Cardin, Minister of Marine and Fisheries, pointed out that the express purpose of his visit was to gather, at first hand, information which would assist him in the administration of the Fisheries Department and to observe the conditions surrounding the fishing industry.

Accompanied by the Deputy Minister of Fisheries Mr. W. A. Found, the Minister spent several weeks in visiting all sections of the province, meeting fishermen and other people associated with the industry in public gatherings, looking over fish plants, and holding many conversations with men in different communities engaged directly in fishing operations. Every opportunity was given the fishing public to meet the



Part of Lunenburg Harbor as it appears from Cannon Gate Park.

Minister and his deputy and discuss with them the problems of the industry.

One of the main objects of the visit was to enable the Minister to obtain information which would be useful to the Government in reaching a decision as to the course best to be followed in regard to the trawler question. Under legislation passed by Parliament at its last session the regulation of trawler operations is to be determined by the Governor-in-Council, and Hon. Mr. Cardin was desirous, he said, of ascertaining for himself all the pertinent facts. Both the majority and minority reports as to the trawlers which were made by the Royal Commission on Fisheries were emphasized by Mr. Cardin according to the views and wishes of those who discussed this subject at various public meetings which were held during his tour and he gave assurance that all the representations would be carefully weighed.

In the course of his visit Hon. Mr. Cardin pointed out that action has already been taken, or is now well under way, on most of those recommendations, which were unanimously made in the Royal Commission's Report. He himself frequently emphasized the importance of the formation of fishermen's organizations. It was desirable that the fishermen should organize for their mutual benefit and it would be most helpful to have bodies existent whose statements could be taken as representing the opinions and wishes of the fishermen as a whole. The Minister stated that the Department of Fish-

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By M. E. McNulty

ELMER Shirley of St. Andrews has been doing fairly well with his weir, the catches of sardines during the fall thus far, having been fairly good. Mr. Shirley's record is reported as 90 hogsheads of the little herring in one haul.

The factory of the Parkhurst Cod Liver Oil Company, located at Wilson's Beach, has been operating at capacity. This is reported as a good year at this plant, which is managed by Edgar J. Brown. A recent visitor at the plant on an inspection tour was Calvin Stockbridge of Swan's Island, Me., an executive of the company.

George Simpson of Deer Island, has a weir at Dipper Harbor which has been delivering sizable hauls of sardines since the beginning of fall. The Simpson record for the year is understood to be 85 hogsheads in one haul.

Edgar Martin of Lambert's Cove is the promoter of a plan to have the dominion government build a dock at Lambert's Cove. He has introduced the project among residents of Deer Island, and it has won general favor. A wharf would be of much benefit to the fishermen, and would allow the loading of fairly large vessels with fish, fresh and manufactured at Lambert's Cove. It would also enable the fishermen to land supplies there from vessels of similar size.

Although Moses McDonald, formerly in the fisheries at Chocolate Cove, intends to reside indefinitely at Worcester, Mass., he recently had his home at Chocolate Cove repaired and repainted. He spent several weeks at this property recently.

Dr. and Mrs. Charles Dexter, who were married recently in St. John, have taken up residence at North Head, where the bride's father, J. E. Gaskill, is a veteran fish producer and merchant. Dr. Dexter formerly lived at Truro, N. S. Mrs. Dexter was formerly Miss Molly Gaskill.

Capt. Ed McNeill, of Deer Island, is not limiting his fishing activities to the Deer Island section this year, having a weir up the bay shore. Some nice hauls of sardines have been made at the weir up the bay, including one of 70 hogsheads.

Recent visitors to Deer Island were William Corseadden and John Mawhinney, Lepreaux Harbor fishermen. Messrs. Corseadden and Wawhinney made the trip together, and spent most of their stay at Lambert's Cove. They also visited Lord's Cove and Fair Haven.

A weir located at Welchpool, owned by Aubrey and Herbert Calder, of Welchpool, has not been producing heavily this year. It was not until the early fall that the first haul of the year was made at this weir by the Calders.

Foster Calder of Deer Island, has brought the attention of the recently formed Deer Island Board of Trade to the need of having telephone connection between the islands of Deer, Campobello, and Grand Manan with the mainland at St. Andrews. An effort is to be made to interest the dominion and provincial governments in this plan.

E. L. Conley of Bocabec and Deer Island, has been making some good catches of the little herring in his weirs since early in the fall, chiefly on the mainland at Bocabec.

George K. Ferguson of Lorneville was married recently at Fairville to Miss Mary I. Brittain of Boston. The ceremony was performed at the home of Rev. Dr. W. T. Townsend by that clergyman. The couple were unattended. The bride wore a gown of raspberry georgette with beige hat, stockings and shoes. She carried a bouquet of Ophelia roses. Several showers and receptions have been tendered the couple at Lorneville by the fishing families there. All of the families were represented among the wedding gifts.

The Grand Manan Light & Power Company, which was recently organized to provide electric current on the island, expect to be delivering the electricity very soon. The work of setting up the poles is reported as completed.

The biggest catches of lobsters for many years prevailed around Cape Tormentine for the latest season. Daily catches up to 1,500 pounds were reported. A catch of 1,000 pounds for a boat was not unusual. In some cases, the catches were made without pulling all the traps. The shipping lobsters were sold for shipment to Boston market, chiefly although some went to New York, Montreal and Toronto. The small lobsters went to the Northumberland Strait canneries.

Hake have been plentiful around the Fundy mouth, and this fish has been of good size, usually. There has been no difficulty in getting excellent catches of the hake around the mainland and also off the islands. Around Deer Island the hake were very thick, the schools being bigger than usual.

A member of an old fishing family of the Lepreaux section passed away recently after a lingering illness in the person of James Shaw, who lived all his life at Lepreaux and was a fish producer from boyhood. For about a year before his death, Mr. Shaw was in poor health but it was only about three months before he died that he began to lay off his fishing. After receiving treatment at his Lepreaux home, he went to St. John, where he became a patient in a private hospital, and where his death occurred after confinement of five weeks there. Mr. Shaw was 63 years old, and is survived by two sisters and three brothers. Miss Elizabeth Shaw, one of the sisters kept house for her brother at Lepreaux. The other sister, is the wife of W. K. Galbraith, another Lepreaux fish producer. The three brothers, Robert, Moses and William Shaw live at Lepreaux and have been fishermen in that section of the coast since they were boys. The body was removed to a funeral home at St. John, for funeral service by The Brethren, to which denomination, deceased belonged for some years. The body was then taken to Lepreaux for interment there.

The *Shamrock*, for some years a fishing vessel equipped with gasoline power, and hailing from Port Elgin, is temporarily out of the fisheries. The *Shamrock* which is 53 feet long, has been chartered to the dominion government for service as a patrol against smugglers in Northumberland Strait. Fred Magee, Ltd., fish producers, curers, packers, dealers, of Port Elgin, are the owners of the vessel. Just how long the boat will be in the patrol service has not been revealed. It takes the place of the patrol boat, *Whippet*, which went down in Northumberland Strait after colliding with another boat.

John Garey, for more than 25 years a producer and retailer of fish at Fairville, sold the building in which his store was on the ground floor, and it will be torn down. Thus will pass one of the oldest retail fish stores around St. John. A filling station is to use the additional land once occupied by the Garey building. Mr. Garey operated a weir at the reversing falls about 100 yards from his store, and also did seining in St. John harbor for salmon, shad and gaspereaux. He is reported to enter the employ of the firm operating the filling station.

Arthur Peterson of St. John, a young mariner, helped fishermen in line, seine and weir fishing operations at Bay Shore, Partridge Island, Duck Cove and Sand Cove, all at the gateway to St. John harbor, for several months. He had been on a steamer plying between American and Australian ports, and suffered a severely broken leg, which necessitated some time in hospitals in Boston and New York, before being able to return to St. John, where his home is.

Clifford Paul of Beaver Harbor, who was on the side lines owing to a broken arm has resumed fishing. The accident occurred while Mr. Paul was on a motor truck and going to St. George to do some Saturday night shopping. He fell from the truck, being jolted off his balance.

Cleveland Elliott of Tiverton, N. S., who has been located at Beaver Harbor since early in June, recently returned to the Nova Scotia shore and his Tiverton home. He was accompanied by Mrs. Elliott who stayed with him while he was at Beaver Harbor.

The next meeting of the Deer Island Board of Trade will be held the second Monday in December. The first meeting of the board's history was that held in September at Lord's Cove, when the chief item up for discussion was the question of providing light and power for the island. While H. W. Welch and Emery Lambert who had planned on starting a hydro electric plant on Deer Island, have given it up, owing to cost of water power development being too high, the board expects something to come out of the Mill Creek site or to bring power from the mainland, through the New Brunswick Electric Power Commission.

H. E. Harrison of Fredericton, district fisheries inspector

recently returned from a tour of the St. John River from Fredericton to the Maine line, and also went up the tributaries of the St. John including the Tobique.

Deer Island fish producers who have been on recent visits to the mainland include Onslo Haney and his son, Onslo Haney, Jr., Arthur Haney, Alton Chaffey, Steve Fountain, Royce Chaffey, Ed Fountain and Randolph Fountain.

Frank Farris of Fair Haven, who suffered a severe injury to his back some time ago, has been able to resume work in the fisheries. The injury was sustained in a fall. He was under special treatment by a doctor for over a month.

Pollock have not been as plentiful as the fishermen expected through Fundy. Around the mouth of the bay the expectation was that the pollock would be abundant this fall.

A review of the salmon netting season on the St. John River, would indicate that the gross catch was not as good as usual. Orders have been received from Ottawa to keep strict watch for all violations of the fishing laws, particularly netting salmon since the official close of the season.

Those Lorneville fishermen who work during the winter at the Carleton docks are preparing to move to Carleton the latter part of November or early in December.

With the Lunenburg Fishermen

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eries which was ready to assist the fishermen in organization effort as effectively and energetically as possible, had been earnestly considering the question as to the best means of rendering that assistance and expected to be in a position very shortly to take definite steps.

As a matter of fact, although no statement to this effect was made by the Minister himself while in Nova Scotia, announcement of departmental action in this regard has now been made of D. H. H. Cody of Antigonish having been appointed to assist the fishermen in their organization.

Some of the recommendations made by the Royal Commission, it has been pointed out by Hon. Mr. Cardin, were comparatively simple of fulfillment but others presented a great deal of difficulty, as anyone acquainted with the fisheries could readily understand. Referring to some of the more important recommendations made by the commissioners the Minister drew attention to one calling for systematized work in education and direct instruction as to fishery methods and for improved fish inspection. Action toward carrying out these findings had been taken. Scientific investigations into the soundness of methods employed in handling and curing fish had been intensified at the Fisheries Experimental Station at Halifax and at the Biological Station. The educational courses at the Experimental Station both for representative young men from the fishing industry and for fishery overseers had been expanded so that by demonstrations as well as by oral instruction the latest knowledge as to fishery practice might be given by men who would be able to spread this information throughout the fishing communities. Six-week courses for fishery overseers were established this year for the two-fold purpose of making the officers thoroughly qualified to explain and demonstrate information as to advanced fishery methods and making them qualified as fish inspectors. Plans were also in hand, the Minister pointed out in a published statement, for extension courses in fisheries from the Experimental Station.

Hon. Mr. Cardin's statement also pointed out that action was taken some time ago to carry out the Commission's recommendations that a Fisheries Intelligence Division should be created in the Fisheries Branch at Ottawa. A former Maritime Province man had been appointed by the Civil Service Commission as director of this division which was developing and expanding its organization for the distribution of fisheries information and had plans in hand for a service which would make regularly available to the fishermen and fishing industry generally, reliable, disinterested information as to market, and price conditions in foreign countries to which Canadian fish is exported.

Acting on another recommendation of the Royal Commission, Mr. Cardin said the engineers of the Fisheries Branch had prepared plans and specifications for an inexpensive bait freezer and these were available to fishermen. Legislation was submitted to Parliament and passed, authorizing the fulfillment of the Commission's recommendation as to the grading of oysters, the standardization of oyster barrels, and the

marketing of lobster crates and pounds with the owners names.

The Knight proposals as to lobster cannery equipment were being applied as closely as possible in accordance with the Commission's recommendation and a method was being worked out whereby there would be uniformity of lobster cannery inspection and grading. A definite system of grading and labeling canned lobsters was being considered and attention was being given to designing the most suitable crate for shipping and storing live lobsters. Surveys of scallop resources, recommended by the Commission had been in progress for several years past, and a special boat for this purpose was to be provided this year, Mr. Cardin said. The fisheries regulations, the Minister's statement went on had been amended to carry out the recommendation that the use of purse seines for catching mackerel in territorial waters be permitted. Action had also been taken in the case of other recommendations made by the Commission, as for instance in arranging for a packet service to assist the fishermen of the L'Ardoise district in obtaining supplies and in marketing fish.

The vessels home from the summer trip with their catches are as follows:

Neva Belle, Wentzell	1650
Beatrice Beck, Beck	1400
Annie B. Gerhardt, Parks	1000
Freda Himmelman, Gerhardt	1600
Bluenose, Walters	1700
Madelyn Hebb, Tanner	1600
Eva M. Colp, Colp	2600
Managua, Crouse	1200
Progressive II, Knock	2200
Rez Perry, Fralick	2250
Gloria May, Corkum	1900
Marion Elizabeth, Westhaver	1300
Nina M. Conrad, Conrad	1100
Jean Smith, Selig	1500
Robert Esdale, Mosher	2000
Margaret K. Smith, Demone	1500
R. M. Symonds, Tanner	900
Bertha L. Walters, Mossman	800
C. A. Anderson, Mosher	2500
John H. McKay, Mossman	2400
Elizabeth Ward, Corkum	1750
Marion and Gladys, Mosher	1700
Ronald George, Romkey	1700
Harriet and Vivian, Deal	2000
Margaret B. Tanner, Tanner	1600
Bessemer, Himmelman	1500
Marshall Frank, Meisner	1900
Pauline Winters, Winters	1900
Douglas Mosher, Mosher	2100
Mark Gray	1500
Doris V. Myra	1400
Clara B. Creaser	1500
Glacier, Zinck	1400
Grace Boehner	1600
Daisy Marguerite	1700

Annual Memorial Service

Two important events each year mark the return of the Lunenburg Fishing Fleet from its season's operations on the mighty ocean; the first, in the nature of a reunion and participated in by thousands all over the province, is celebrated with joyous mirth and festivity and deep gratitude that once more the hardy toilers of the deep have returned to home and loved ones.

The second event, of perhaps deeper import and significance, and which was celebrated at Lunenburg on Sunday, October 13, is the Annual Memorial Service for those who, starting in early March along with their comrades, face the fierce wintry winds and icy waters of the North Atlantic on the first trip of the season, and who at the end of the season's toil, do not return to waiting homes and hearts. For the calling of a fisherman, besides being an arduous one, is also extremely hazardous, and each year the grim stern Atlantic takes its toll from among these hardy men who go down to the sea in ships to seek their living upon the vast expanse of water.

The tragic happening may occur at the height of a storm when huge waves sweep the tiny craft from stem to stern; an overloaded dory may be responsible; or the fishermen might

be out attending to their trawls when, silently and swiftly a dread blanket of impenetrable fog spreads itself over the face of the waters, and in spite of fog alarms from schooners and other warnings, the boat fails to reach the vessel. Once more the insatiable maw of the ocean demands tribute, and the schooner which outward bound, sailed jauntily past the headlands with flags and streamers floating to the breeze, returns with flag half-mast, the community, by this grim harbinger of disaster, being made aware that in some homes ties have been severed and hearts are to be saddened by news of one of these sea tragedies.

Again, this year, ten men lost their lives in the pursuit of their calling. Each year takes its toll and we are still under the shadow of the two disasters and the two yearly losses that accounted for 143 brave fishermen.



A runabout being produced as a stock boat out on the Pacific Coast by the Tregoning Boat Co. of Seattle, Washington. It is a 19 footer with a sedan top, and she is powered with a Universal Six-75 which drives her 28 miles per hour.

The losses, this year, while not so large in comparison, are still heavy, and the feeling of thanksgiving for the return of the fishermen is mixed with sorrow and regret for those who have gone beyond.

The service Sunday was in memory of these ten men who lost their lives in the 1929 fishing season. Three of these were natives of Newfoundland, which Colony is called upon annually to share with Nova Scotia in the sorrow of such tragedies owing to the fact that each year the crews of the fleet are augmented by a large number of men from the Ancient Colony.

The roll of dead was as follows:

Arthur Mason, Rameo Island; Schooner *Aramay*; November 15, 1928.

Robert Cleveland, West Dover; Schooner *General Haig*; March 16, 1929.

Robert Cleveland, Jr., West Dover; Schooner *General Haig*; March 16, 1929.

John Fleet, Blandford; Schooner *Mahaska*; March 22, 1929.

William Hardy, Rose Blanche, Newfoundland; Schooner *Mahaska*; March 22, 1929.

Hilbert Bezzanson, Lower Kingsburg; Schooner *Progressive II*; May 12, 1929.

Thomas Corcoran, Mahone Bay; Schooner *Marion Elizabeth*; August 10, 1929.

John Leary, Kingsburg; Schooner *W. E. Knock*; September, 1929.

George Pyke, St. Mary's, Newfoundland; Schooner *C. A. Anderson*; July 9, 1929.

William Peddie, St. Mary's, Newfoundland; Schooner *C. A. Anderson*; July 9, 1929.

At the conclusion of the service, the procession in order named—Band and choir, captains and crews of the fishing fleet, officers and crew of the C. G. S. *Arras*, members of the outfitting and fish firms, Mayor, town council and town officials of the Town of Lunenburg, members of the Provincial Legislative Assembly for the County of Lunenburg, followed by relatives, citizens and visitors—slowly wended its way to the wharf of Zwicker and Company, Limited, where, from

the deck of the C. G. S. *Arras*, the beautiful and impressive feature of the service, that of strewing floral tributes on the waters of the harbor, took place. The wreaths were borne to the waterfront on a purple draped barrow, carried by four officers of the C. G. S. *Arras*.

A beautiful floral anchor, a tribute from the Town of Lunenburg, was first deposited by His Worship, the Mayor, after which a profusion of wreaths, crosses and cut flowers from captains of schooners, relatives and sympathetic friends, were reverently scattered on the placid waters of the beautiful harbor in memory of the men who, during the present season yielded up their lives in pursuit of their livelihood. A hymn by the band and a salute from the firing squad of the C. G. S. *Arras* concluded this solemn Memorial Service.

Dried codfish is now bringing nine dollars a quintal at Yarmouth with haddock selling at \$5.25 and hake, \$4.75 a quintal. In Lunenburg the summer catch is now being placed on the market, bringing a price of from \$8.00 to \$8.50 per quintal.

There is a large quantity of frozen herring in cold storage. Fresh fish prices: Haddock and steak cod, two and one-half cents per pound; market cod, two cents per pound.

The tern schooner *Integral*, Capt. C. J. R. Kohler, has arrived at Turks Island from Madeira, and will load salt for Lunenburg.

A number of the engine equipped schooners which returned midway during the summer trip and landed their fares, and now returning with their second catches. Among these schooners are the *Bessemer*, Captain Thomas Himmelman and the *Margaret Tanner*, Captain Angus Tanner. Both these vessels report good fares.

The schooner *Ethlyn*, Captain John Strum, has sailed from Turks Island with a cargo of salt for Lunenburg.

Captain Henry Burke of the schooner *Leo LeBlanc*, has returned to Weymouth to take command of his schooner. Captain and Mrs. Burke will reside in the city of Toronto in the future.

Daniel Zinek, who for many years has been carrying on a rigging business in Lunenburg, has sold out to Captain Paul Myra and Charles Johnson.

Captain Kenneth Iversen, in command of the schooner *Giant King*, who has been in Lunenburg for some time, has returned to Prince Edward Island to resume command of his vessel.

Yarmouth News

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believe there have been incidents before now of fishermen catching fish with hooks of some previous fishermen stuck in their gills, but it is very rare when a halibut is taken by a fisherman of a certain locality, gets away and is caught a few days later by a man from the same locality in the same boat as was the man who first hooked the fish.

One of the recent arrivals at the Port of Yarmouth was the steamship *Ulva*, 1,404 tons, Capt. G. D. Dickinson, with a cargo of 7,000 bags of Robin Hood Flour, for a Yarmouth wholesale grocery house. The arrival of this ship marked an event absolutely new in marine history of this port as it was the first time that a ship of any description had arrived here loaded from Port Arthur or any other port at the head of the Great Lakes. Edward Lynch for several years chief engineer on the Boston and Yarmouth line steamship *Prince George* is now chief on the *Ulva*.

The Department of Marine and Fisheries at Ottawa, has given notice that the transmission period of the radio beacon stations at Seal Island, West Point, Anticosti, Pointe Des Monts and Cape Whittle, will be increased to one minute and fifteen seconds and the silent period decreased to one minute and forty-five seconds. The total length of the characteristic, viz., three minutes, remain the same.

Fishermen's Hotel at Liverpool, N. S.

Mr. Bigelow, formerly of Truro, N. S., has recently taken over the Liverpool House, changing its name to the Evangeline. He has made extensive alterations and improvements. This hotel has been a popular stamping ground for fishermen for many years, and Mr. Bigelow, judging from the attractiveness of the rooms and the quality of the meals served, will make the Evangeline more than ever favorably known as the "Fishermen's Hotel."

Gloucester Gleanings

(Continued from Page 16)

of the Master Mariners' Association, advising that he will do all possible to have stricken out from the tariff bill the Senate amendment reducing the duty of fresh fish.

At a meeting held here fishing interests and all allied industries unanimously voted to oppose the Senate amendment for a seasonal reduction in the tariff on groundfish from one cent to a half cent per pound.

Senators Gillett and Walsh have already assured their support of the local stand and now Congressman Andrew has, the delay in acknowledgement from Col. Andrew being due to the fact that the telegram was addressed to him at Washington and was reforwarded back to him here.

The Letter

Dear Mr. Morey:—Your night letter addressed to me in Washington was reforwarded back to me here, which has resulted in a delay of acknowledgement.

As I was largely instrumental in drafting fish paragraphs in the bill as it passed the House, it goes without saying that if the Senate should adopt the Finance Committee amendment by reducing the duty on fresh fish, I will do my best to have it stricken out.

I note also that the various branches of the industry have reached an agreement upon salt fish, and this information I shall gladly communicate to the House conferees, when the bill goes to conference.

I hope very much that the paragraphs, when adopted, will be of benefit to all interests in Gloucester.

Sincerely yours,
A. Piatt Andrew.

Many Needed Aids Secured for Essex River

Vessel owners and others who make use of the Essex and Annisquam Rivers have doubtless noticed improvements recently made in aids to navigation and will be interested to learn of other improvements in prospect. This is the result of active work by Congressman Andrew who has conducted a vigorous correspondence with the Bureau of Lighthouses in Washington, based on suggestions made to him by John C. Spring of West Gloucester.

The Congressman is now conferring with the Bureau in of the buoys marking the channel of the Essex river were so old and water-logged as to be practically useless, and that as a matter of fact, at high water they would not be seen at all. Some enterprising navigators had tried to overcome the difficulty by nailing sticks on the end of the buoys so that they would show above water. The Bureau of Light houses was informed of this situation by the Congressman who insisted that the old buoys be replaced without delay. The new buoys have now been in place for some time, much to the relief of those who have occasion to use the river.

In the Annisquam River a much desired aid to navigation has been the placing of some marker on Barn rocks, a group of rocks opposite the old marsh house and just on the edge of the channel. It has been stated that in thick, smooth weather it is difficult to locate these rocks and that the outer one is submerged at high tide which has resulted in boats piling up on it.

As a result of correspondence with the light house bureau, the Congressman has received assurance that in the near future a special 3rd class buoy will be placed in the vicinity of Barn rocks.

Another Cup for Winning Skipper

Capt. Manuel P. Domingoes of schooner *Progress*, which won the fishermen's races here over Labor Day was the guest of honor at a meeting of a Providence, R. I. Club, Oct. 6. During the session Capt. Domingoes was presented with a beautiful silver loving cup, about two and a half feet in height in appreciation of his victory and as a representative of the Portuguese sea captains.

Launch Craft for Local Fleet

A handsome 75-foot fishing boat, modeled after the *Ramona* and *Angie and Venee*, built at Kennebunkport, Me., for Serafino Chianciola, daughter of Capt. John Chianciola, was launched at Kennebunkport Oct. 4, and towed around here the next afternoon.

The new vessel, named *Labora C.*, is to be fitted with a 110 Bessemer Diesel engine, and will be sent flounder dragging as soon as ready for sea.

Fishing Notes from Maine

(Continued from Page 20)

Gov. Gardiner as a member of the state Sea and Shore Fisheries Commission. Mr. Thurston was born in Tremont in 1880 and was educated in the public schools and at Westbrook Seminary, and was prominent in athletics in school. He has served as selectman for several years and has been superintendent of schools. He is a member of the Masonic order and a K. of P. He has followed the fisheries all his life and is well qualified for the appointment. He knows most of the fishermen and lobstermen and weirmen all along the Maine coast. He believes in law enforcement in the fisheries. More recently he served as an inspector in the sardine packing industry.



International Newsreel Photo.

Large specimen's of Halibut from Iceland, which have been out in sheds at Grimsby, Eng., to await auctioneer. The fish average 300 pounds each. October is the busiest season for these fishermen.

Captain John Clark sailed recently from Beals with a cargo of fish for Cape Ann and Gloucester.

The U. S. Engineers are busy improving navigation for fishermen and others. A large dredger and several scows recently arrived to dig out the lower end of Mouseabec Reach to a depth of fourteen feet.

William Shepard and Chester Carter have returned to Stonington from yachting, and now intend to go lobstering. Dennis MacMahon, superintendent of the Stonington cannery, is visiting other canning plants at Rockland and elsewhere.

Edgar Quinn and Ellington Carver, of Eagle, are getting herring from their weirs in large quantities.

Edwin Lopaus with George Robbins at the Opechee Island weirs are doing well and are getting plenty of herring.

The *Onaway*, Capt. Dodge, and the *Chester Marshall*, smacks, both came into the Consolidated lobster pound at Friendship with lobsters from Isle au Haute, last week.

H. E. Simpson, at Cribhaven, is rebuilding his boat.

The Lawrence Packing Company at Rockland has finished 40,000 cases of oil sardines, and will commence packing of smoked herring the first of November.

The *Virginia R.*, Capt. Lew Wallace, came into Friendship a day or two ago and will stay here ten days for general overhauling and repainting.

The big trawler *Winslow*, has recoaled ready for another trip to the banks for groundfish. She recently brought in 10,000 pounds for the Burnham & Morrill plant at East Deering. She will ice up and go out.

The *Fannie Belle* followed by the *Rita Viator* left for the Georges last week.

Capt. William Mitchell of Rockland and his crew of seiners late last month rounded up one of the largest catches of herring noted in the history of the fisheries. They brought in 25,000 bushels of herring. The catch is estimated worth \$10,000. Large quantities of herring are being caught all along the Maine coast. During the war

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\$5.00 per bushel was paid for herring and recently there was some difficulty in disposing of them for forty cents a bushel. Lobstermen find cheap bait plentiful.

A mammoth devil fish nearly stole the Lieutenant Governor of Mississippi about a week ago. The big fish struck the Lieutenant Governor's tarpon line when he was fishing in the Gulf of Mexico, and dragged the Governor and his assistant and the skiff they were on far out into the gulf. After it got dark they had to cut the line and were towed back by a yacht which came along. The fish was as big as a house, said the Lieutenant Governor, and must have been sixteen to twenty feet broad. The devil fish has not reported yet.

Capt. Eugene Sargent, of South Gouldsboro, was at Bar Harbor a few days ago having repairs done on his motor-boat.

Capt. George Shaw, of West Gouldsboro, has been visiting friends in the Gouldsboro villages before settling down to lobstering for the winter.

Capt. Colwell and family, of Gouldsboro, will have employment in Bar Harbor this winter and perhaps may go lobstering.

Maine Activity

(Continued from Page 18)

A committee representing the sardine packers and transportation concerns of Quoddy went to Portland in October and consulted with representatives of various railroad and shipping lines, with the result that a reduction of one-third has been secured on the arbitrary or differential freight rate over Portland rates for sardine shipments to the southeastern group of states. The previous arbitrary to interior points in that section was 25 cents per hundred pounds, and this has been reduced to 16c. The arbitrary to seaport destinations is to remain at its former figure of 10 cents per hundred-weight which is not considered unfair. The change will be most beneficial to Quoddy shippers as it reduces the advantage Portland packers have had in rates to a more equitable amount, although not wholly eliminating it of course.

Early in October a heavy storm piled millions of shrimp on the shores around Eastport. They were less than two inches in length and an example of the abundance of natural feed in Quoddy waters.

Simply enormous landings of hake were made during the early parts of September by the Campobello haking fleet. Had it not been for the exceptionally fine weather for drying it would have been impossible to care for the catches. William Matthews, 84 year old fish dealer of Wilson's Beach, bought nearly 2,000 quintals of hake for the salting flakes.

When it comes to opinions on fisheries matter I have always entertained the profoundest respect for the views of Luther Maddocks, of Boothbay Harbor. I doubt if any scientific man in the Bureau of Fisheries has more practical knowledge on the habits of schooling fish such as herring, mackerel and pogies, than he. He is Maine's pioneer fish packer along many lines and is recognized as the Dean of New England Fisheries. I asked Mr. Maddocks a few days ago if he thought the Cooper Dam, if built, would injure the sardine business of Passamaquoddy Bay.

"Not one whit," he answered unhesitatingly. "The whole herring family goes where it takes a notion, through deep or shoal water, over or under obstacles, through the narrowest sort of passages. Why, look at the famous runs of alewives at Damariscotta. They even climb up hill by the millions there to get where they want to go. And if their enemies are chasing them they seek sanctuary in the places that are hardest of access."

"Herring when being chased will go through as small openings as the spaces between the poles of a weir structure. No, I do not believe there would be any less herring in Quoddy waters inside the Cooper Dam than are there today. As I understand it, the gates in the dams would be large openings about 30 feet square and more than 100 in number. As these would be open many hours it is reasonable to believe that the schools would go through into the Upper Basin just as they do now."

Captain William Mitchell and his crew of seiners trapped an enormous school of herring at Long Cove, Rockland, by closing the mouth with a drop net. It was estimated that there were at least 25,000 bushels, worth around \$10,000.



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In New York

DURING the last week in October our correspondent met:—Capt. John Olsen of the *Lottie B.* from Seabright, New Jersey, with twenty-five thousand pounds of flukes from Bay-Head Reach. It is rumored that Capt. Olsen is considering the purchase of a fifty-five foot schooner, now in dry dock, for cod-fishing this winter. His brother, Arnt Olsen, recently purchased the schooner *Anna May* for seining.—Capt. Douglas Malone with the *Massoit* from Nantucket. Besides the *Massoit*, Capt. Malone also owns the *Fannie S.*—Capt. Sam Jackson from Nantucket with his *Phillis J.*—Francis Leadwell, Captain of the schooner *Elizabeth Foley*, with flounders from Nantucket Shoals.—Captain K. Thompson whose sloop *L. R. Hand*, from Atlantic Highlands, New Jersey, was the first crab boat to put in here this season.

Rapid Freezing of Fish on Board Ship.

Italian Fishing Vessel "Naiada" and French Boat "Zazpiakbat"
Equipped with the Zarotschenzoff System for
Rapid Freezing of Fish

THE system of rapid freezing of fish which has been invented and patented by a refrigerating engineer, T. Zarotschenzoff of Paris, is a wet-chilling and freezing method, by which sterilized brine is atomized, and fish frozen in a chamber filled with a cold brine fog produced by minute particles of brine suspended in the air.

Mr. Zarotschenzoff's patent is not really one process, but a multiplicity of processes, comprising the following cycle of operations from the time the fish is hauled on board ship, until the moment it passes into consumption:—

- (a) *Rapid chilling* of fish immediately it is hauled on board trawler by means of atomized cold water (water spray).
- (b) *Rapid freezing* of fish in a specially constructed chamber by means of brine fog or spray (a brine spray).
- (c) *Rapid glazing* of fish and storage in an ordinary refrigerated and insulated hold on board steamer or at the land cold store.
- (d) *Rapid defrosting* by means of water spray.

The cost of the installation both on board ship and on shore is moderate. In fact any refrigerating plant could be used, the only extra cost being the construction of a special freezing chamber as mentioned above; and on board ship, where space is valuable, this freezing chamber can be used as a storage room after the freezing operation.

When freezing products one can use either direct contact with atomized brine fog in which products are suspended, or indirect contact when fish or any other product is placed in specially provided receptacles which are placed in atomized brine fog until the products placed in them are frozen hard. This plant can be made to scale even for the smallest trawlers having a storage capacity for about 25 tons of fish, and provided with a mechanical refrigerating unit.

According to Dr. Henry Fox, writing in *Cold Storage and Produce Review*, it was proved by exhaustive tests that under this method no osmotic reaction between the brine and the protoplasm of the cells takes place. Minutest particles of salt might precipitate on the surface, and are easily washed away by a jet of water during the second stage of the operation. Under this method fish is cooled and frozen on board trawlers immediately after catch before the autolysis sets in; consequently fish can be marketed as fresh product after defrosting, its flavor and the appearance is practically the same as that of freshly caught fish.

As described in *The National Provisioner* this method of quick freezing obtains results by bringing the product to be frozen in close contact with the freezing medium—brine.

This is done by filling a room, chamber or tunnel with a mist or fog of brine, in which the product is placed either in metal receptacles or uncovered, depending on the nature of the product.

The mist or fog is obtained by forcing the brine under pressure into the room or chamber through nozzles so located that all of the space is filled.

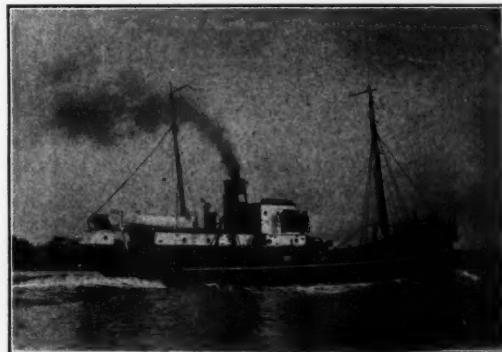
The floor of the room or bottom of the chamber or tunnel is pitched to a drain, through which the brine is conveyed



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to a filter and sterilizer, and in turn to a brine tank for re-cooling. From here it is again pumped into the freezing room or chamber.

The fundamental principle of this method of freezing is based on the great conductivity of moisture saturated air and finely pulverized brine and the high velocity of the refrigerating agent, which makes possible rapid extraction of heat.

Recent installations include one on the Italian fishing vessel "Naiada" which was equipped with chambers for rapid freezing of fish on board. Its capacity is five tons per day and storage room for fifty tons. With the temperature of brine at 3° F., fish, average weight of $\frac{1}{2}$ to $1\frac{1}{2}$ lbs., were frozen from 64.5° to 17° F. within 10 to 55 minutes, depending upon the size of fish. Also in France the sailing boat "Zazpiakbat" was equipped with this process. The freezing capacity is three tons per day with storage room for fifty tons.

The owner of the fishing vessel "Naiada" made several demonstrations of the process, reported in *Ice and Refrigeration*. Fish of various sorts and sizes weighing 0.66, 1.54, 2.2, 4.4, 18.8, and 0.088-0.11 lbs. were frozen. Separate lots of small and large units were treated. The temperature of the brine was 3.2° F. The first inspection—made at the end of ten minutes—found the small fish completely frozen, the large fish of 4 lbs. odd were still soft. At the end of another quarter of an hour the large pieces were hard at the surfaces of the containing baskets and soft at the center. Twenty minutes later (i. e., after forty-five minutes altogether) the big fish were hard. The working of the pump was resumed after a stoppage of ten minutes, and fifteen minutes later all the large fish were perfectly frozen—separately and not in a mass.

A second trial was made with fourteen cases of miscellaneous fish 3.62 to 8.8 lbs. In addition, a cow's tongue 4.29, a duck 2.09 lbs., a chicken 4.51 lbs., and a quarter of lamb were placed in the freezing chamber. The chicken and lamb, after being killed, had a temperature of 68° F., sea-water temperature 55.4° F. It was not possible to lower the brine in the chamber below 1.4° F. The intention of the experimenters had been to operate at -5.8° F. The freezing began at 5:30 o'clock. At 5:45 o'clock the small and medium fish were frozen, the fowl was still soft. At 7:00 o'clock, after a ten minutes' stoppage of the pump, all the samples were thoroughly congealed. The color was uniformly normal.

There are several large installations in Russia. In Poltava there is one for five tons per day for freezing livers, and in Baku (on the Caspian sea) there are two plants for freezing fish, each of which have a capacity of twenty tons a day. A German group is planning to equip a large steamer with facilities for handling 100 tons a day. In England the Hudson Bay Co. is interested in his process and is planning several installations. During his recent visit to Canada Mr. Zarotschenzoff obtained a number of proposals, including installations on board trawlers in Newfoundland, one for fifteen tons per day chilling salmon, and another for ten tons per day freezing halibut. Also in Halifax two large companies are considering installations on three trawlers.

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United States Civil Service Examination

THE United States Civil Service Commission announces the following open competitive examination:

APPRENTICE FISH CULTURIST

Applications for apprentice fish culturist must be on file with the Civil Service Commission at Washington, D. C., not later than November 19.

The examination is to fill vacancies in the Bureau of Fisheries, Department of Commerce.

The entrance salary is \$1,020 a year in the continental United States, and \$1,260 a year in Alaska. Higher-salaried positions are filled through promotion.

The duties consist of all outdoor and indoor work required for the successful operation of the fish-cultural station, such as care of fish and fish-eggs in the hatchery, handling, seining, and distribution of fish, preparation of fish food, construction work on ponds and buildings, care of grounds and horses, teaming, care of motor boats, and automobiles.

Competitors will be rated on elementary tests, physical ability, and on their training and experience.

NOVEMBER, 1929

ATLANTIC FISHERMAN

35

Jerushy's Funeral Gown

Joseph Chase Allen

YEARS back it was the custom
That when a feller died,
Some friends would come "a-watchin'"
At night-time, by his side.

Er leastways, somewhere handy,
They'd set the hull night through
And smoke, er help the fam'ly
Ez much ez men could do.

And if it wuz a woman
Thet death hed overhauled,
Then wimmen-folks would gather
To go where duty called.

So when Lysander Sisson
Died off with chronic gout,
Two friends come in at sun-down,
Prepared ter "set it out."

Twuz Montyzumy Manter,
Thet fished and run the mill,
And Capt'n Belcher Norton
From off the schooner Lil.

They set down with the widder,
And she wuz mournin' strong.
"This here's the wustest trouble,"
Said she; "I've hed for long."

"Fer Ly, hez slipped his cable,
There's bills I've got ter pay,
And I've got no shore-canva
Ter wear on fun'r'l day."

"I've got the cloth fer dresses,
But I can't sew a mite,
And if I am ter wear it,
It must be made ter-night!"

"Waal, now," sez Montyzumy
"I larnt the jiiner's trade.
I'll cut and fit the corners,
If that's how clothes is made."

"And I've made sails," sez Belcher,
"On most all kinds of craft.
We'll help ye out, Jerushy,
Jest fetch yer dress-goods aft!"

Waal, sir, they started workin'
With compass, shears and knife,
Wax, thread and pa'am and needle,
Ez if ter save a life.

And namin' things in this-ways:
Like "Cornice, spline and front,
Hoist, mouldin', sweep and ropin',
Leech, flashin', rail and bunt."

Ez if they wuz a-makin'
A bureau or a sail.
But bound, set and determined
Thet they waant goin' ter fail!

All night they worked and sweated
Till jest at break of dawn,
Sez Belcher: "Thar, she's finished,
Jerushy, try her on!"

It fitted! And the widder
Wuz pleased ez she could be,
Though Monty sed the jiunin'
Waant all it orter be.

And Belcher sed twaant shipshape,
But all the old folks knows
Jerushy looked most scrumpchus
In them new fun'r'l clothes.

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"4-30," \$445.00



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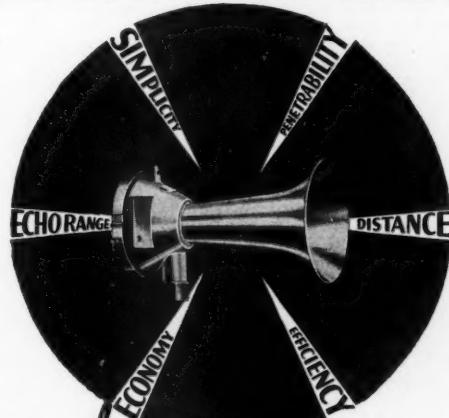
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The Lamentations of Cap'n Josh

By Joseph C. Allen

Letter XI

Uncle Josh's Views on Picking Pears

DEAR Edditer:
When I was a young feller, jest startin in ter go
ter sea, the fellers used to sing a song that went
like this:

"Now April is over and gone is the snow,
And outer Noo Bedford we shortly must go,
Yes, outer Noo Bedford we shortly must steer—
We're the whalers that never see wheat in the ear."

—meaning to say that they spent all the year except the winter afloat, even on a plum-puddin voyage, and never was around during the plantin er the harvest season, which I claim a seafarin man hain't got no business ter meddle with, nohow.

Them old fellers wuz wise, dont you never doubt it. They kept darned well to sea and away from the farmin and told other seamen ter do the same. Twuz good advice, as many a sailor has found out to his sorror and remorse.

Understand me, this haint no knock against the farmer er his occupation. The Lord knows that I admire them fellers fer I dont see how in thunder they kin do the things they do. And I know, too, that sailors kin be made outer farmers fer I've seen many a one shanghaied, and they made good.

But no sailor wants to try farmin. No, sir! You might jest as well try to teach a sculpin to dance the hornpipe. I've allus heard it said that Portugees are like fish, take em away from the water and they die. They air seafarin folks and I don't doubt it. Yankee sailors wont die, maybe, but the chances air they'll wish they was dead, if they dont git killed outright!

Comin back to somewhair anigh the piint whair I started, I will say that my latest close call come about through not follerin my own advice, but twaant no fault of my own. Not by a darned sight. I wouldn't do no gardenin er plantin if twaant fer Matildy, and you kin lay to that! But I dont git no peace unless I plant vegetables enough to feed a ship's hull passenger list, besides gatherin a lot of fruit that we jest give away.

I have lamed my back hoein garden stuff every year that I've lived ashore, besides havin more er less trouble on account of things like haulin up the tomater plants and leavin some weeds that look like em, and I have had experiences in plantin seeds that makes me sick to think on. All in all, my experiences haint been the kind to make me warm up to the life of a horticulturist and thats why tis that I haint never filled with no wild enthusiasm when Matildy gives orders fer some farmin to be done.

I will say, though, that by follerin her rules fer navigation, we have raised some powerful crops. The green stuff keeps us agoin all summer and thars allus a lot to be stowed away fer winter. Not without more er less risk though, fer I pitchpoled down the sullerway on top of a wheelbarrow load of pertators and had a devilish big punkin drop on my bunyon when the handle kerried away. And when I was a-thrashin out beans, the cussed flail busted and the short end made a dent in my skull that I figger I'll kerry to my dyin day.

But I could hev forgive and forgot everything, accordin to the nater of man, as Henry Ward Beecher said, er maybe twuz Henry Allen, I dunno which, but anyway, I could hev done it if tadn't been fer them cussed pears.

Winter pears they air called, and rightly, too, by Godfrey! They haint worth a darn, anyhow. You cant ete one, unless you bite it, and even then it tastes like turpentine. But if you leave em on the tree till winter they'll drop off and rot and wont make no trouble fer nobody. I hev tried to make Matildy see that that is what the Lord intended. Otherwise they wouldn't be called winter pears, but she cant see it, and has allus insisted on havin em picked in the fall when they air as hard as a lignum vitae block and green as a cussed cabbage. Then she goes to work and peels em and cooks and cans em up fer winter, and when winter comes she gives em all away.

I have allus kicked about the pickin. The tree is a devilish lofty one and the limbs air slim and darned tender, too. I don't feel noways shaky bout climbin, fer I've always done plenty on it, but I like to have sumthin to hang on to. For years I argued with Matildy about puttin some stays on that tree and rattlin down sos a man could go aloft with some comfort and safety, but Lord, taint no use to try to tell a woman nothin and so I've had to resk my life and limb every cussed fall pickin them cussed pears.

I'd been a-watchin the glass and hopin we might have a gale for days, as I see that the time was a comin for the annual pear pickin. But no wind showed up, not to amount to anything, so I wasn't much surprised when Matildy broached the subject tother mornin jest as I started on my third mackerel. I am very partial to briled bulleyes mackerel.

Sez she: "Them pears air beginnin to fall off the tree some and I calate you'd better git afoul of em and pick em. Terday's as likely a time as any."

"If you jest have a little mite of patience, they'll all fall off and save the job of picken on em," says I.

"Waal, I haint a-goin ter do no such thing!" says she. "Everyone on em that hits the ground bruises and spiles bout haaf of it, besides they'll rot right away."

"Waal," says I, "I donnos twould be any calamity if the hull cussed lot rotted. In fact," says I, "I figger we would save money. You use a sack of sugar cannin em and then give em away. Likelys not the folks you give em to heave em over the side. I wouldn't blame em, fer they dont taste no more like fruit than coal tar tastes like chewin tobaccoer."

"They dont heave em away, and I dont begrudge the sugar when I'm a-doin em up fer folks that appreciates em," says she. "Theyre a-goin to be picked too and that today, and you air goin ter do the pickin and you kin lay ter that!"

"Alright," says I, "the whole cussed day is spilt already, so I michts well. But I'll tell ye, you're goin to be sorry one of these days. That tree haint safe ter climb and I know devilish well that sometime er other a limb will let go under me. You'd oughter let me rig some shrouds like I allus wanted to."

"I know all about it," she snaps, "you dont want to pick them pears because you dont want to climb that tree. If you use a long ladder on the outside, sames I've always told you, there wont be no trouble. I recollect you told me one time how you went to the t'gallant-crosstrees when there want no riggin left standin, and you passed a mast-head knot round the t'gallant-mast-head sos to reeve off more. I haint fergot, neither, how you told me of climbin a coconut palm in the Sandwidge Islands, with only a piece of rope round the tree to keep you from fallin morn twelve fathoms. And you kin remember of tellin me how you went clean to the pinnacle of a ice-burg kerryin the mate on your back when he broke his laig and the bear chased you. Seems ter me you had a busted laig, too, if I remember right. But o' course, now that you air a-gittin old and failin a good deal, a little pear tree looks purty high. Yes, I calate it does."

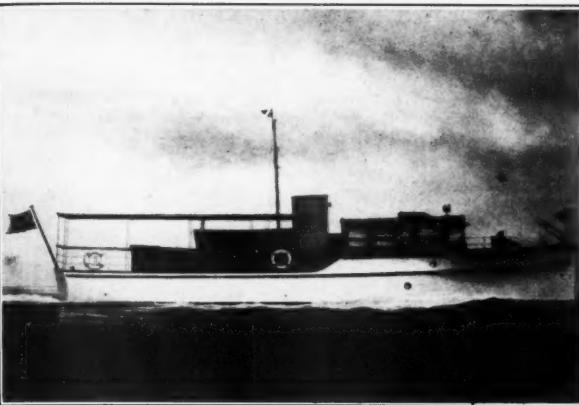
Wall, sir, that settled it. I'll be cussed if I kin stand it ter hev Matildy make fun of me and I made up my mind that I'd climb that tree clean to the ends of the twigs and I wouldnt use no cussed ladder neither. Why, good Lord, shes almost as old as I be, if the truth was known!

I got bout all the pears off the lower limbs durin the mornin and never had ter do no climbin fer them. But the thickest on em was clean up in the top and I didnt git ter them tell after dinner.

Matildy, she had to go out somewhere and after givin me strict orders on how to proceed, she got under way and left.

"Now," thinks I, "there haint a-goin ter be no darned ladder used. Twont reach nohow, and likewise I haint

(Continued on Page 38)



Twin screw diesel cruiser, 56' x 13' x 4'; built by the Casey Boatbuilding Co., Fairhaven, Mass., for the Townsend Boat Co. The power is two 75 h. p. 6 cylinder 5" by 7" Hill Diesels with electric starters and pilot house control.

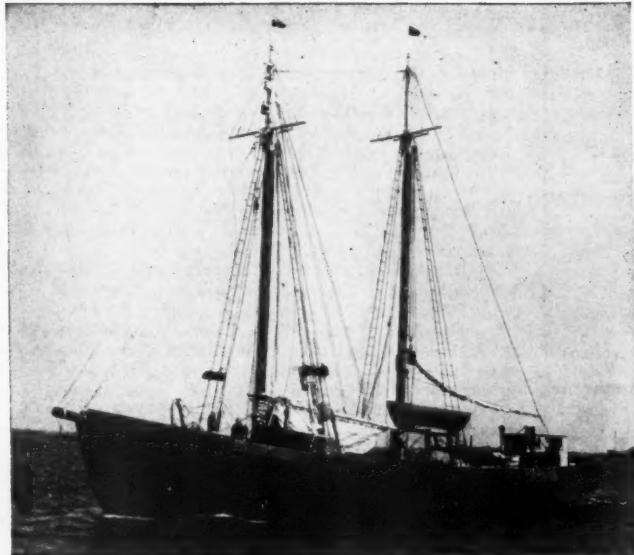
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(Continued from Page 36)

a-goin to use no cussed picker on a pole, it takes too long. I'll jest take a little basket on the end of a line, and climb up and pick by hand. Fasts I fill the basket I'll lower her down and capsize her. I kin pick em up easy enough."

The plan had its good points, I see that from the first, fer I climbed up and picked several baskets full of pears, lowerin em down without no trouble at all. But I had to keep workin higher and that's where I begun to git into difficulty.

You see, the higher I got, the closter together the limbs grew and the basket kept foulin em. Time after time she fouled and ketched either goin up er comin down and I dropped more pears out of the cussed thing than I lowered down. Also I kept gittin madder and madder all the time.

Waal, I got right inter the top of that tree and I was haulin the basket up when she fouled once more. Says I: "Blast the cussed thing!" er words to that effect and I fetched a yank on the line.

Edditer, I want to tell you that what happened right then would have been worth good money to me if I could hav stood off and watched it. Likewise I dont expect nobody to believe it.

I had one arm over a limb, usin both hands on the line, and I was standin on another. The limb that I had my arm over carried away and I started to fall. Jest then the one I stood on busted bout a couple of feet from the tree and as I swooped down past it, that stump hooked itself through my galluses and I fetched up so solid that it darned nigh snapped my neck bone.

The galluses wuz leather and I knew theyed hold, but I waant so sure bout my pants buttons, so I begun to slew round to git hold of the tree, figgerin to git a grip somewhere and onhook myself, but them galluses wouldn't give enough. Then I reached up overhead to see if I could git a hold of that stump, but it was sort of behind me and I couldnt do that either. Some devilish predicament, I called it, and I begun to think.

I noticed that my line was layin aerost a limb and I got hold of it. Then I hauled up the basket and cast it off. I didnt have no idea of what I was goin to do, but a piece of line is always handy. Waal, next I noticed that a big limb had snapped off some time er ruther, leavin a end some seven feet er so from me, stickin right straight out and almost as high as I was.

Thinks I: "If I could heave the bight of this line over that, I might haul myself clar. To be sure I'd drop a piece, but if I cant hit a limb the line will hold me." So I started in.

I swung and swung, missing time after time, fer I couldnt haaf use my arms, but finally I got it. Then I began ter think some more, but everything seemed alright as I figured it. I passed the line around me a couple of times and hove it jest as shorts I could. Then I took notice of about where my feet would strike when I dropped off my hook and decided that I'd take the chance ruther than have Matildy ketch me in the tree.

So I set back and hove. I felt the galluses slip and I hove again. One more slip and one more heave and I fetched away! Good Lord! I swung jest like a bucket on the end of a string, way past where I figured on landin and then, when the rope fetched up, it slipped right off the end of that limb and I shot out through the branches jest like a cussed comet!

I landed in the thickest part of a bunch of briars and I calate that is the only thing that saved me from breakin my bones. As it was I stuck briars into every square inch of my hide and got the cussedest shakin up that I ever had in my life. I hauled myself together and got back into the tree and shook the devil out of it. Then I come down and I was so sore and lame that I couldnt skurkly pick up them devilish pears, but I done it.

Sence then I have been morn haaf crippled and I haint been able to do but darned little work, but I haint said nothin bout my fall to nobudy. Godfrey, I hate ridicule! I calate I'll git over it, but I'll tell ye. I've brought home bout ten gallons of pickle, a couple of quarts at a time and stowed it away out of sight. I'm goin to bring about ten gallons more and then, waal then, I'm goin to use it. They tell me that pickle will kill trees and I've made up my mind that there will be no darn pears to pick next fall, and you may lay to that!

Cap'n Josh.

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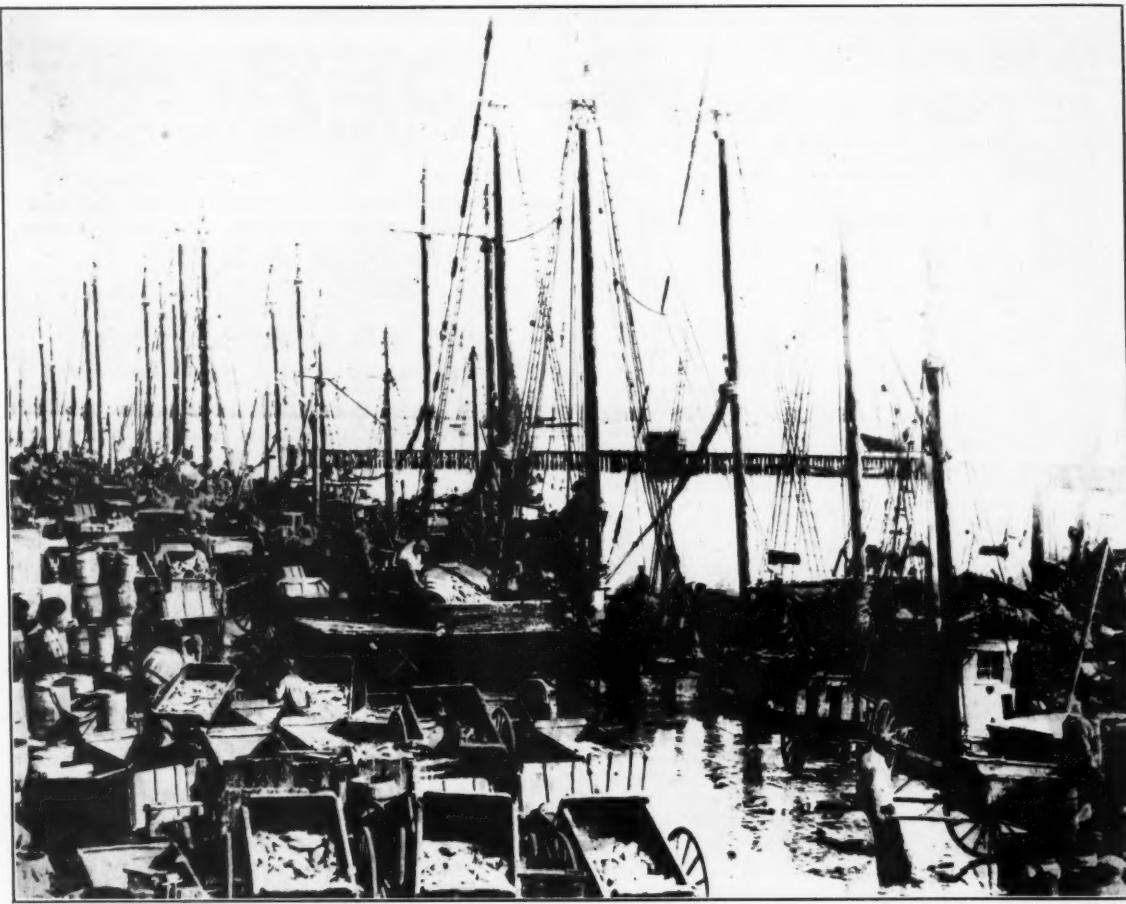
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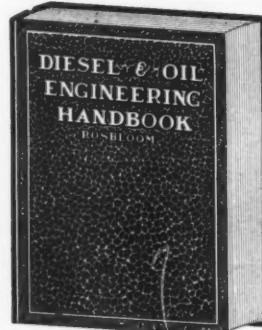
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